(ISSN) 0163-7266

MARCH 1984 $1.75

RAILFAN & RAILROAD

WIN CUISINIER 48760

ALCO

- The Story of the 539.
- Last one on a "Class 1?"
- On the Tuscola & Saginaw Bay.

BOB WISE

ALSO:

Last GG1's

Mt. Washington Cog Ry.

03

0 71896 48760

KODACHROME: DARYL McGEE

THE ROCK ISLAND not only still exists but just acquired a new locomotive and painted it—along with sister SW8 830—into a new paint scheme of "Rock" blue and white with traditional red RI heralds. The GP7 1504 is shown at Enid, Ok., in September 1983. See page 26.

Railnews

KODACHROME: GARY ZUTERS

THE FIRST OF SEVEN GF6C electric locomotives (6001-6007) built by GMD in London, Ont., for the British Columbia Railway's 80-mile 50-kv Tumbler Ridge coal branch were en route to the West at Agincourt Yard in Toronto (right) on November 20. See page 26.

KODACHROME: CRAIG WILLETT

THE MILWAUKEE ROAD introduced a new image—including a Hiawatha nose herald—on freshly outshopped SD40-2 201 at the Milwaukee Shops on November 9, 1983. (See MARKERS.) Three FL9s and B23-7 806 now wear the new three-color scheme of Metro-North, here at N. White Plains, N.Y., on October 8.

KODACHROME: DAN DORKO

39 E60C ELECTRICS are being built by GE for NdeM's new 212-mile 25-kv a.c. main line from Mexico City to Irapuato; three were at Erie, Pa., on September 25, 1983. Norfolk Southern's new "Thoroughbred" image showed up in Atlanta on October 30 on GP38 2880, originally Norfolk Southern *Ry.* 2001!

KODACHROME: JOSEPH TRIFONO

KODACHROME: BILL FOLSOM

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From The Publisher's desk: Farewell to a giant

My first closeup inspection of the Pennsylvania Railroad GG1 locomotive occurred shortly after the opening of the New York World Fair in 1939—the Fair itself being an event that indelibly stamped me as a railfan. The railroad exhibit was itself a tremendous undertaking and included several operating model displays, an operetta by the great Kurt Weill, a hobby shop operated by publisher Charles A. Penn, and a railroad yard full of locomotives and rolling stock. In addition to GG1 No. 4888, outshopped in 1939, the Pennsy also displayed the giant S1 6-4-4-6 No. 6100 streamlined locomotive, an ancient 2-8-0 No. 1187, and the *John Bull*.

When the Fair reopened in 1940, the 4888 was gone, replaced by a newer sister, No. 4896 fresh out of the erecting shops.

Electric locomotives of the GG1 wheel arrangement (4-6-6-4 or 2-C+C-2) were not new when the first GG1 was built in 1934. The Pennsy had extended its electrification to Washington and Harrisburg and needed power larger than the P5 and L5a. The New Haven provided the basis for a prototype. The Pennsy had already experimented with other wheel arrangements, including No. 4999, the only class R on the roster with a 4-8-4 (2-D-2) wheel arrangement.

Arguments were rife in early years as to the color used on the GG1. The engines looked black but were actually a very dark green—which I verified for myself at Penn Station in New York and Newark on many occasions.

The GG1 was a product of the steam locomotive era, as its massive construction and wheel configuration bear out. Perhaps the best article ever to appear on the GG1 was in RAILROAD MODEL CRAFTSMAN for December 1975 and January 1976 with very detailed plans showing the correct nose profile and photos and drawings of the many paint schemes used by the Pennsylvania, Penn Central and Amtrak up until that time.

Newer fans were justly excited at the sight of the Tuscan red five-striper in Pennsylvania lettering used on the last runs out of Matawan in October. Her sisters in plain New Jersey DOT black were just as exciting to this observer. Happily, memories of the GG1 will last for years, supplemented by many excellent models and photos.

Riding behind one of the giant electrics out of Penn Station heading westbound in the comfort of a Pullman roomette, regardless of the weather outside, was a good feeling, You could feel the power as the big drivers gripped the rails making light of the ten or 20 passenger cars behind. Seeing 4800 at Strasburg and her other preserved sisters will be good, but we'll always remember the GG1 roaring along at speed with a full tonnage load.

RAILFAN & RAILROAD

march 1984/vol.5 no.3

RAILROAD/founded 1906/vol.107 no.9

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cover

It's Wednesday, September 28, 1983, as Portland Terminal Alco S3 1101 trundles down the middle of Commercial Street on the waterfront at Portland, Maine, after delivering cars to the Grand Trunk yard. On this date she is the last 539-powered Alco at work for a major U.S. railroad still in the employ of her original owner. While such Alcos are numerous on short lines and industrials, they are virtually extinct from the "Class 1s" and their kin. See page 36. Kodachrome: Win Cuisinier.
And speaking of 539s on short lines, Tuscola & Saginaw Bay's chop-nosed RS1 2394 snorts out a fine plume of traditional Alco smoke as it bats around some "yellowbelly" covered hoppers at Denmark Junction, Michigan, on May 21, 1978. The full story of this enterprising rail system begins on page 38. Kodachrome: Bob Wise

RAILFAN & RAILROAD (ISSN 0163-7266) is published bi-monthly by Carstens Publications, Inc., Fredon-Springdale Road, Fredon Township, P.O. Box 700, Newton, New Jersey 07860. Phone: 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Second-class postage paid at Newton, NJ 07860, and additional mailing offices. Copyright © 1984 by Carstens Publications, Inc. Printed in the U.S.A.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, N.J. 07860.

SUBSCRIPTIONS: U.S.A. and possessions: $9.00 per year, $17.00 for two years, $24.00 for three years. Single Copies $1.75. Postage outside U.S.A. $1.50 extra per year. All communications regarding subscriptions and changes of address should be sent to: Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, N.J. 07860. Please allow six weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested we will endeavor to return all material in good condition if accompanied by return postage. RAILFAN & RAILROAD assumes no responsibility for unsolicited material. Payment is normally made upon publication. The contents of this magazine must not be reproduced without written permission from the publisher.

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Fanmail

The KCS F-units

I was pleased to read Bob Courtney's article on the KCS Sulphur Springs, Tx., F units (Nov. '83 R&R). Although I have railfanned this operation myself a few times, I found new info in the article that will aid my next trip there.

If visiting this area, one might like to know that only about six miles east of Pittsburg, at Welsh, is another electric power plant, owned by Southwestern Electric Power Co. It burns coal from Wyoming's Powder River Basin, usually hauled in 125-ton cars, 110 cars per train, at least one train per day. Burlington Northern handles it to Kansas City, then KCS to Shreveport and L&A Welsh. The power is pooled, and usually there are three BN and one KCS six-axle units in charge west of Shreveport. The spur from the power plant crosses Highway 11 and joins the L&A main at the west end of a fairly deep cut. A local road crosses the main in the middle of the cut and makes an excellent spot to catch the coal train coming off the spur with empties.

Also, the Texas & Northern is only about twelve miles east of Welsh, but the steel mill closed down several months ago, and I don't know if there's much activity there right now. It may be a perfect time to get roster shots, though. KCS has an important passing track at Hughes Springs and a local based there.

Regarding the TUGCO roster on page 56, I can testify that U23B 3305 (not mentioned) was working near the Henderson plant on New Year's Day 1981. It is the ex-103 that you rostered.

Bob Courtney, in his WE'D LIKE YOU TO MEET ... autobiography on page 29, mentioned Tower 55 in Ft. Worth. This is one of the (if not *the*) greatest train-watching spots in the Southwest! Since the merger, we've even seen Western Pacific and UP power there.

JIMMY BARLOW
Plano, Texas

Bob Courtney's article on the KCS covered wagons was great—the "white ghosts" have needed an article like this for years. Unfortunately, even as the article was going into print, the Fs were being nudged into the dead line at Deramus Yard in Shreveport one by one. As of mid-September, only three F7As were being operated: slug masters 4054, 4059 and 4064. The fourth slug master, F9Am 4061, has been dead all summer, stored with a broken crankshaft. All other cab units are dead, including the last active KCS F3As, 4051 and 4052. "Super-B" 73B and 70B are still operating as of this writing, the 73B in multiple with GP38-2s and ex-ICG GP40s on the Dallas-New Orleans trains.

A new cab-slug has appeared, the 4055 (ex-F7A 70A), and we are expecting soon to see the 4056. The fate of all the other units appears to be in question. You can be certain that the highly successful slug program will slowly consume them, but, hopefully, the F-units that are not immediately needed for slug conversion will be overhauled yet another time as powered units.

CLAYTON A. ROWE
Shreveport, La.

Milwaukee time

Is the time shown for Milwaukee on the map on page 33 of the November '83 R&R a typographical error or a Freudian slip?

STEVE KARLSON
Grosse Pointe Park, Mi.

It was an intentional "zinger" to see if anybody actually was reading the map. You know how some folks up there have a fetish about that number—J.B.

More on junk food

Your Steak 'n Shake business in July and November reminded me that my wife of 43 years and I went to the one at the end of the TP&W bridge in East Peoria between our wedding ceremony and the 3:00 p.m. *Rocket* departure for Chicago.

ROBERT V. MEHLENBECK
Albuquerque, N.M.

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The Richmond triple crossing

Got my November R&R in the mail yesterday, and the cover reminded me that I really needed to thank you and your crew for organizing and directing the "triple-crossing spectacular." I was one of the many there, and my slides came out great. It was an event I'll never forget—and I'll never forget chasing the 611 to Balcony Falls in those 100°+ temperatures, either!

TOM BLACKWELL
Denham Springs, La.

I wanted to let you know how much I thoroughly enjoyed your coverage of the triple crossing event at Richmond, Virginia. Many thanks not only for the fine photographs but also for the "behind the scenes" insight into the preliminary work as well as the actual photo session. Please extend my thanks and appreciation for the efforts put forth by all of the people involved.

PAT MOORE
Huntington Beach, Cal.

The set-up of the November issue just asked for comment. That issue had approximately 70 column inches of stories by Editor James Boyd concerning his work and preparation for the cover picture including the feature on page 34, CAMERA BAG and MARKERS.

The cover looked good until I saw Preston Cook's photo on the inside back cover. There was the scene with more detail, clarity and composition—the cover shot was put to shame. The old service doctrine of R.H.I.P. (Rank Has Its Privileges) still prevails in printing and editing a magazine. The best picture received second billing, but for my money it sure prevailed in the comparison. Let's put the best forward and out front in the future.

ROBERT S. DAY
Irvington, N.Y.

The November '83 issue was terrific. I do hope that you offer Mr. Boyd's or Mr. Cook's night shot at Richmond as a full color poster.

TIM SOUDERS
Wichita, Kansas

We considered a poster but decided that the potential demand wouldn't warrant the expense. We are making available however, original photographic prints from the 2¼" Kodacolor negatives (the same used for the print presented to CSX Chairman Watkins), and Kermit Geary, Jr., is offering prints from the 8"×10" color negatives shot with Homer Hill's big view camera. See MARKERS *for details and prices*—J.B.

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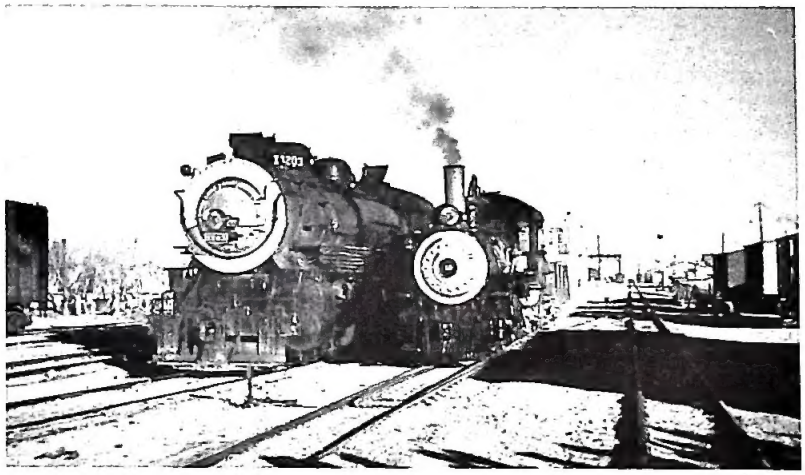

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Railroadiana

What's new?

The 150th Anniversary of the Reading Company gave the Anthracite Railroads Historical Society the opportunity to put out a special issue of its *Flags Diamonds and Statues* magazine with the entire 60-page effort devoted to the history and photos of the Reading—and it's one of the finest books on that railroad you'll see. The road's history is summarized, and then the pictorial coverage begins with passenger trains and works its way through commuters and main line freight to branch lines and the coalfields with lots of good steam and diesel action very nicely reproduced on heavy stock. A multicolor 1903 system map occupies the centerspread. It's a fine, professional effort by the folks at Crusader Press, available for $6.00 from the *Anthracite Railroads Historical Society, Inc.*, P.O. Box 119, Bridgeport, PA 19405.

Another particularly noteworthy new publication is *Tehachapi*, by John R. Signor, a 272-page 8½"x 11" hardcover from *Golden West Books*, P.O. Box 80250, San Marino, CA 91108. The history and operations of one of the West's most famous rail landmarks are all laid out in text and vintage and contemporary photos. Author Signor drew the map for the Needles District article in the January '84 R&R, and he applies his particular skill and style to making the maps in his book especially clear and worthwhile. It's $44.95.

If you'd like to have one of your own favorite photos made into a calendar, *Adventures in Photography*, P.O. Box 96, Clay, NY 13041, offers a custom photo printing service that will put your color slide on an 8"x 10" or 11"x 14" calendar. These Cibachrome prints range in price from $20.50 to $31.00 depending on size and surface desired. They also offer a number of other custom color photo services. Send a stamped, self-addressed envelope for information sheets.

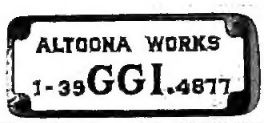
Ron Johnson has put together a handsome 88-page softcover pictorial on the Bangor & Aroostook that also covers the history of the line and outlines current operations. Included is extensive steam action photography and full color covers. It's a very nice job at an attractive price: $9.95 (Maine residents add 5% tax) postpaid. Order from *Ron Johnson*, 28 Smith St., So. Portland, ME 04106.

GG1 builders plate

To commemorate the last run of the GG1s on October 29, 1983, two New Jersey railfans made up replica full size GG1 builders plates for red GG1 4877. To make the plate unique to the occasion, they substituted the locomotive number, 4877, for the four-digit builders number. Joe Sernak and his brother-in-law Jim Milo had a foundry cast 31 plates from their master, 29 in aluminum and two in bronze, each stamped with its serial number (the bronze were 3 and 4).

N.J. Transit gave them permission to mount plates 1 and 2 on the 4877 for the day of October 29. At the ceremony in Matawan in the morning, plates 30 and 31 were presented to N.J. Transit Executive Director Jerome C. Premo—and, of course, at the end of the day Sernak and Milo retrieved their plates from the 4877.

They still have a limited number of the original 31 plates available for sale at $60 postpaid for the aluminum versions. If demand warrants, more plates may be cast and serialized. Inquiries can be made by phone of Joe Sernak, 201/964-1224.



Calendar Call

Being one of the founders of the chapter back in the 1960s, I always look forward to "The NWI Calendar" from the *North Western Illinois Chapter NRHS*, P.O. Box 5632, Rockford, IL 61125, and once again, I will have a year's worth of good ol' Midwestern scenes hanging over my telephone reminding me that there's something in this world besides D&H and Conrail blue. This year's 11"X17" folded-out wall format calendar features very good black & white reproduction on scenes including a BN rotary snowplow, C&NW C628 and re-engined six-motor Baldwin, a Rock Island freight at West Liberty, a Milwaukee 2-8-0, Santa Fe FP45s on a directors' special in 1980, a GP40 on a Milwaukee *Sprint*, Michigan Northern RS2 and Baldwin RS12, two *Rockets* at Bureau, Mil-

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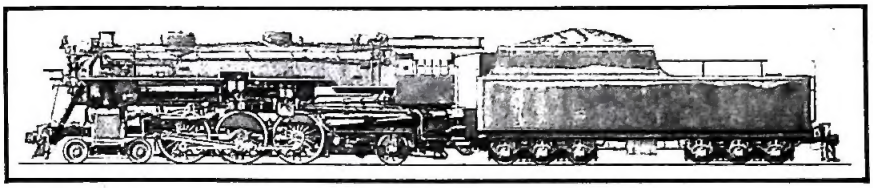

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waukee A-B-B F7s, CM&N F7 and RSD5 shoving a wedge plow, a CTA Evanston Express under trolley wire, ICG SD40s at Galena, and—best of all for me, anyhow—an IC E6 overtaking a 2500-class 4-8-2. A nice, clean professional job for $6.95 postpaid.

Very nice photo reproduction and a bright, airy layout combined with one of the most photogenic subjects imaginable makes a real success out of the *"Rio Grande Zephyr* 1984 Calendar" from the *Colorado Railroad Historical Foundation,* P.O. Box 10, Golden, CO 80402. This 11"×17" folded-out wall calendar depicts the many moods of the RGZ from the expected action scenes in the snow and starkly-lighted canyons to an interior view of the obs and even the test run of Superliner Amtrak equipment as the RGZ. The photography is the work of Bill Botkin, Ron Hill, Dick Kindig and Richard Cooley. The price is $5 postpaid.

Handsome pen-and-ink artwork by Sumner Heman is the highlight of the 1984 "Commemorative Edition" calendar of the *Boone Railroad Historical Society,* P.O. Box 520, Boone, IA 50036. Beautifully printed on heavy, white, textured stock, the calendar consists of seven 22"×17" sheets clipped together with a plastic binder so the individual sheets can be removed without defacing them. The cover view shows FtDDM&S wooden interurban car 72, while inside (each sheet has two month date blocks and one rendering) are a Newton & Northwestern 4-4-0, a brick interlocking tower, C&NW 4-6-0 1385, the Moingona wooden depot, the Kate Shelley Memorial High Bridge and the brick FtDDM&S Boone depot with interurban 82 beside it. The signed and numbered calendars are available at $10 each postpaid.

"Tales of the Western Pacific" is the title of a big 22"×14" folded-out wall calendar from *Shade Tree Books,* P.O. Box 2268, Huntington Beach, CA 92647. Designed by Ken Rattenne, this calendar features excellent photo reproduction on heavy stock of WP subjects ranging from Fs on Keddie to winter action on Williams Loop, Geeps in Niles Canyon, steam action from 2-8-8-2s to a 4-6-0, the classic CZ, silver U-boats, switchers, FTs in the original colors, RDCs and the Sacramento Northern depicted by Dick Dorn, Dave Stanley, Tom Taylor, Will Whittaker, Jon Pullman Porter and Ken Rattenne. Each month has a variety of related photos pleasingly laid out with the date block. It's an impressive product at $6.95 postpaid.

And in case you need a place to log all your toy train swap meets, don't miss the "1984 Toy Train Calendar" from the *Lionel Collectors Association of Canada,* P.O. Box 976, Oshawa, Ontario L1H 7N2. This unusual and nicely done 8½"×17" folded-out wall calendar features very good reproduction on photos of an HO scale brass CNR U-1-f 4-8-2, HO painted CPR RS3, a couple of Lionel collectors' boxcars, an HO TH&B 2-8-4, a Lionel Ontario Northland Geep and other railroad models. The price in the U.S. is $4.25 postpaid in U.S. funds.

Large size (13"×20" folded-out), heavy stock and good photo reproduction highlight the "Whistles on the Wind—1984 Steam Calendar" from the *Mid-Continent Railway Museum,* North Freedom. WI 53951. In addition to scenes in the museum (4-6-0s and the rotary snowplow, C&NW 4-6-0 1385, D&R 2-6-0 9 plowing snow with a Jordan spreader and the 1970 opening day festivities, mostly photographed by Phil Hastings), the all-b&w contents of this calendar include a Hastings shot inside the DM&IR shop, the museum's 4-6-0 on tour on the C&NW in 1982, GN action in 1922, the museum's Woodward Iron 2-10-0 as AT&N 401 in 1940, a 1913 builders photo of the museum's Copper Range coach 59, a Milwaukee 4-6-0, GN's 4-4-0 *Wm. Crooks* in action and a gem of a scene of a Robbins R.R. narrow gauge 2-6-0 and train in the 1920s. An attractive calendar for $5.95 postpaid.

Crusader Press, P.O. Box 54, Ambler, PA 19002, has done a nice job designing and printing the "Alco Centurys Calendar for 1984," an 11"×17" folded-out wall calendar on heavy stock with plastic ring binder featuring action views of Alco's finest. Included

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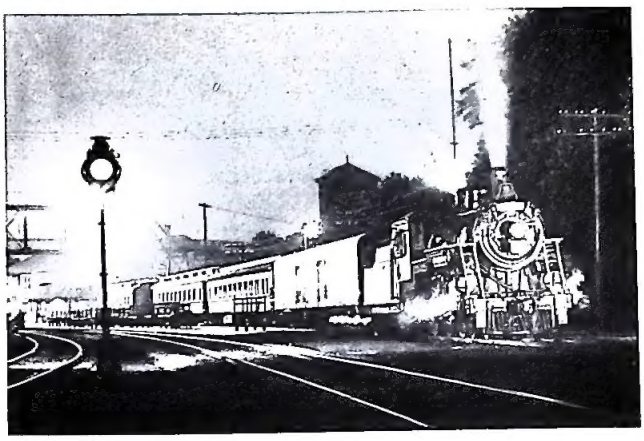

Palmerston, Ontario on August 1, 1957 - Jim Shaughnessy photo

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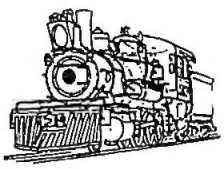

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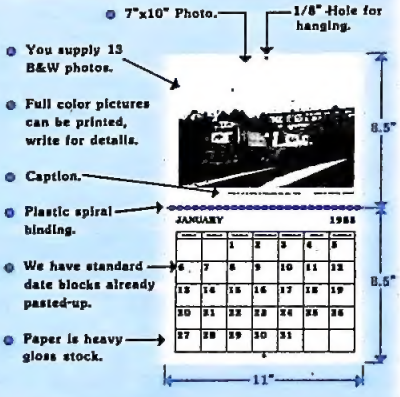

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Burlington (C.B.&Q. - C.&S. - F.W.&D.) steam and diesel coverage is excellent. Colorado and Southern Steam is virtually complete, and due to the efforts of Jim Ehernberger, there are shots on every C.&S. branch line in Colorado, as well as very good main line action, some of it doubleheaded. Diesels start with the Pioneer Zephyr and are well documented thru current Burlington Northern Power.

For those interested in narrow gauge, in addition to D.&R.G.W. and Rio Grande Southern, there is a prime series on The West Side Lumber Co. and Southern Pacific Narrow Gauge. On The West Side series, it is all here—The Shays, rolling stock, operating Willamette Steam Donkey, The Tuolumne Mill—everything. The Southern Pacific series is comparable.

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are Reading C424s; a mish-mash of Conrail six-motors in 1976; CNR C630s/M630s; BN C636/C424/C425 consist at Reservation Tower in Tacoma; a D&H C424m exiting Reading's Black Rock Tunnel; a trio of IC C636s; C&NW C425s at Escanaba; D&M C425s; LV yellow C420s leading through Jim Thorpe, Pa.; a Monon high-nose C420 on the *Thoroughbred* at Crawfordsville, Ind.; GB&W C424s; Rock Island C415s; and a Reading C430/C630 set in the snow. The price is $4 postpaid.

Crusader also did the same high-quality printing job for two other noteworthy calendars: one for the Anthracite Roads Historical Society and the "Jersey Central Lines 1984 Calendar." The JCL calendar is published by *Cummunipaw Commemoratives,* P.O. Box 831, Pamrapo Station, Bayonne, NJ 07002, in the 11"×17" folded-out wall format and features vintage scenes of the Central R.R. of New Jersey including in b&w 4-6-2 831 in Cranford, brand new F3s, an RS3 at night, an FM H15-44 departing Jersey City under the semaphores, a camelback 4-6-0, a double-ended passenger Baldwin, an 0-6-0 on a local at Westfield, an 0-8-0 and a line-up of commuter engines at Raritan in 1948. In addition, there are well-produced color views of a striped Geep at Communipaw, a couple of H15-44s at night and one in action in daytime, and a 1½" live steam model of camelback 4-6-0 774. There is also a fine two-color fold-out CNJ system map from 1911. The price is $6.50.

The *Anthracite Railroads Historical Society, Inc.,* P.O. Box 119, Bridgeport, PA 19405, has produced their "1984 Calendar" in the 11"×17" folded-out wall format featuring b&w views of LV PAs on the *Black Diamond* in 1948, uncharacteristically grimy L&HR C420s with a CNJ RS3 in 1971, an LV 4-6-2 on the *Diamond* in 1946, doubleheaded 2-8-0 and 2-10-0 on the L&NE, a new Reading GP30 at Allentown, L&NE RS2s, a huge L&HR 2-8-0, DL&W E8s on the *Phoebe Snow,* LV low-nose Alcos at Glen Onoko, a CNJ heavy Pacific at Easton, a CNJ F3/RSD set, a DL&W 2-8-2 in action and a Reading 2-8-0 and FA sharing the enginehouse at Tamaqua. The price is $4 postpaid.

The Salamanca Rail Museum, P.O. Box 270, Salamanca, NY 14779, has out their 1984 calendar in an 8"×12" folded-out wall format featuring b&w views with reproduction ranging from fair to good (the poorer ones are generally too light, not too muddy) including an action shot of a B&O BR&P 2-6-6-2 and a nice view of two sister engines doubleheaded at Clarion Jct., Pa., alongside an impressive wood coaling tower with trestle ramp. That's followed by an Erie 2-8-2/2-8-4 doubleheader at Salamanca, a roster view of an Erie camelback 2-8-0 and an Erie 2-8-4 on the Salamanca table. A couple of views like the BR&P employees picnic and a BR&P track gang will be of little interest to "outlanders," but a tirm little BNY&P narrow gauge 4-4-0 on a passenger train at Bradford, Pa., in 1884 more than makes up for them. And the price is right: $3 postpaid.

A beautiful 11"×15" spiral-bound wall calendar featuring some striking full color action views of Australian steam and diesel railroading is available from the *New South Wales Rail Transport Museum,* P.O. Box 31, Burwood, NSW, Australia 2134. Included are a *Cincinnatian*-like 4-6-2, numerous Garratts, EMD/Clyde "F-units," a variety of branch line steam and some very American-looking diesels, all in beautifully photographed

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action scenes. The price is $4.50 (Australian) plus $1 Aus. for surface mail and $3 Aus. for air mail.

Though we haven't seen the "real thing" yet, Amtrak has sent out a b&w view of the Gil Reid painting to be used on its 1984 23½"×33½" single-sheet full color wall calendar. It shows the new *Auto-Train* meeting the *Silver Meteor* amid a golf course in Florida—much to the distraction of at least one golfer. It sells for $3.50 postpaid (two for $6 or three for $8) from *Amtrak Calendar*, P.O. Box 7717, Dept. S, Itasca, IL 60143.

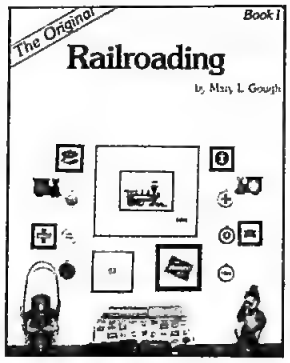
And if you want the best deal of all, go to your local hobby shop (or send to Carstens, P.O. Box 700, Newton, NJ 07860) and lay out $1.75 for the January 1984 RAILROAD MODEL CRAFTSMAN, which includes a full color 16"×21" calendar featuring a painting by Al Chesley of PRR green and pinstripes GG1s, P5s and a K4 in the grand style of the famous Grif Teller PRR calendars. That RMC also includes an extensive illustrated article on Pacific logging operations and a Comox log unloader built from a Shay that is still in use at Ladysmith, B.C., alongside Crown Zellerbach's RS3s.

Traction Publications by Joe L. Diaz

TRACTION CLASSICS; *The Interurbans, The Great Wood and Steel Cars,* by William D. Middleton, is a 257-page, 8½" × 11" hardbound book devoted in detail to the outstanding interurban cars, 15 woods and 15 steels. The dust cover painting, a Milwaukee Electric single-car Waukesha Local on the famous four-track right-of-way is a key to the fine quality of the content of this book. The author has chosen some of the classics of interurban car design: the Liberty Bell Jewetts, Puget Sound Electric's Brills, and in steel, West Penn's center entrance cars, the PE's twelves and the North Shore Line standards to make just a few. All the car builders are represented along with the classic types/designs; example, Chapter 6 "Cincinnati Classic in Wood," the THI&E, OERy., NIRy., IC&ETCo. and Mohawk Valley cars.

There is much to enjoy here. Every serious traction fan will find his favorites. The coverage is extensive, with well chosen photographs and intelligent text. Additionally, good attention has been given to photographic reproduction, with the results adding to the attractiveness of the book. Available at $40.95 the copy from *Golden West Books*, P.O. Box 80250, San Marino, CA 91108.

THE LIFE AND TIMES OF THE PACIFIC ELECTRIC, *The World's Greatest Interurban,* edited by Jim Walker, is a 48-page, 11" × 8½" (horizontal layout) softbound photo album of official Pacific Electric photographs. The 38 photographs are mostly full page size and are reproduced in duotone. The interurban, suburban and city cars along with freight motors, stations, yards and various facilities are shown in the 1920s era. The photographs are generally of good interest and are sure to please PE fans. There are several pages of interesting text, including a review of the origins and history of the Pacific Electric. Additionally, articles from the company magazine of the era are reproduced along with a system map. It is available at $7.95 plus 85¢ postage and handling from *Orange Empire Railway Museum*, P.O. Box 548, Perris, CA 92370.



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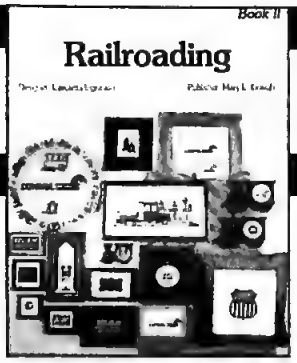

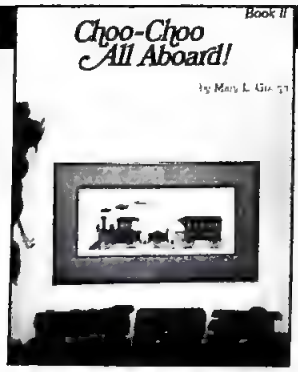

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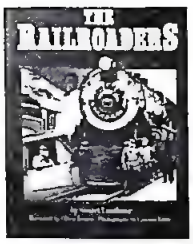

The Railroaders, by Stuart Leuthner, published by Random House, Inc., 201 East 50th St., New York, NY 10022. 152 8½" × 11" pages, hardbound; $19.95.

This book is different and a delight. Very handsomely laid out and professionally printed, it is a series of interviews with 33 railroaders, mostly retired and predominantly engineers. Each subject gets four to eight pages, and the narrative is fine reading. Each is introduced with a brief commentary by the author and a contemporary photo of the subject. They were interviewed on tape, and the bulk of each story is the subject relating his railroad career in his own words—you can really pick up a feel for these oftencrusty old railroaders and the strong feelings they had or have for their professions. It's like sitting down with a bunch of retired railroaders and listening to them tell tales.

Their stories are sometimes funny and sometimes a little bitter (things were great back then . . . lots of hard work but a better atmosphere . . . the diesels and mergers loused everything up). But each story is as different as its subject, and whille the primary focus is on steam-era locomotive engineers—"the aristocrats of blue-collar labor"—there are also brakemen, track and roundhouse foremen, a dispatcher, a stationmaster, Pullman porter, crew caller, two women and a railroad president.

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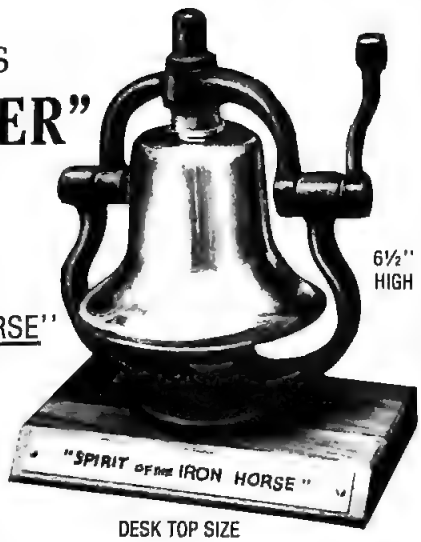

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The president is Jervis Langdon, Jr., who relates his experiences with the B&O, Rock Island and as a trustee of Penn Central—not to mention his work as traffic manager of the "Hump" in World War II flying supplies over the Himalayas into China. And there's Johnnie Heyliger,a chef on the *Twentieth Century Limited,* and Ozzie Thorne, a redcap at Grand Central Terminal. Even the RPO service is represented by postal clerk Frank Lundy.

But the engineers, 22 of them, get the biggest share of the coverage. I was surprised at how many of them I've met at one time or another—Steamtown's Andy Barbera, Carl Peterson of Syracuse, George Kelch from Roanoke and Hoke Rolison on the *Nancy Hanks II.* The youngest man in the book is Frank Bunker, and I've ridden the cab with him on Ontario Rail's CPR 4-4-0 and watched him hook up a manual Johnson bar as the little bucket galloped toward 50 m.p.h.—Frank tells what it was like around old-time engineers and spins a couple of pretty funny stories.

There are very few "train pictures" in this book, as most of the illustrations show the subjects and their families at various times in their careers. The photos by Lawson Little that introduce each subject are of extraordinary quality and sensitivity, and the "family album" photos that illustrate the rest of the book give the reader a real feel for the lives and personalities of the subjects.

A unifying theme is the pride these folks felt in their work—even Irene Ingison, who was hired in World War II as a switch tender when all the men were off to war and was told to resign 23 years later when the jobs were eliminated and women weren't offered the opportunity to exercise their seniority as brakemen. "I'll see you in court," was her reply, and the women got their transfer rights. She relates with no small glee about how she had to go to Buffalo in 1971 when jobs were cut in Syracuse and went into the caller's office in pink shorts and hair curlers asking to see the seniority book back to 1944. "I looked it over and told them to tell that guy, there, he's bumped on Monday. You should have heard him!"

The spirit of the old railroaders was probably summed up as well as any by Clarence Knight of the B&O. He liked passenger trains and really took to the diesels when they were new. Visiting the B&O Museum many years after his retirement, he was watching their animated display of how a steam engine works, with red fire heating up blue water to make white steam to flow into

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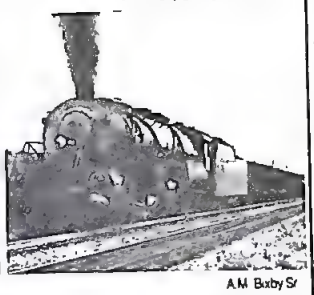

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Once again a documentary of signal importance from Guy and Betty Brant, this time wedded to the famous recording talents of O. Winston Link See and hear these mighty giants of a by-gone railroading age as they shake the very roots of the Appalachians. All this thanks to Arnold Jones.

1212 N&W ARTICULATEDS - CLASS A. The 2-6-6-4's of the 1940's captured in Nolan, Naugatuck and Portsmouth as they wrestle the incredible coal strings - sometimes triple headed, 22 run pasts, 205' S/8 sil **38.95** sound **51.25** video **29.95** 10 m n

2121A N&W ARTICULATEDS - Class Y - Part I. The 2-8-8-2's shown in Bluefield, Portsmouth and North Fork Action around the coal tipple, pacing, pushing and doubleheading. 27 run pasts, 257' S/8 sil **48.95** sound **64.25** video **29.95** - 13 min.

2121B N&W ARTICULATEDS - Class Y- Part II. Again the 2-8-8-2. One switches off the main, runs up the branch to a coal breaker Chuffs softly around assembling its train Pacing. 25 run pasts, 246' S/8 sil **46.75** sound **61.50** video **29.95**

2121C N&W ARTICULATEDS - Class Y - Part III. More 2-8-8-2 action around the coal tipple. 3 locomotives moving simultaneously. Really blasting on the main. 24 run pasts, 249' S/8 sil **47.30** sound **62.25** video **29.95** - 12 min

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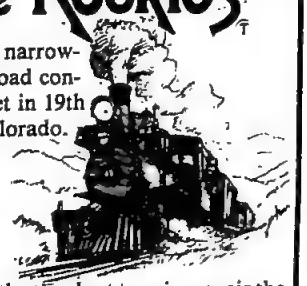

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the cylinders and begin slowly turning the drivers. As the author relates, "Clarence sat watching for a while and then said, to no one in particular, 'That boy isn't in much of a hurry, is he?' "—J.B.

We'd like you to meet...

Bob Wise

The author of the article on the Tuscola & Saginaw Bay traces his interest in railroads back to the age of three. In the mid-1950s, Bob's father was busy shooting movies and recording the last of Pennsy steam, and Bob was his eager audience whenever it was time to show the films to friends. Also, Dad was a native of Altoona, Pa., so most visits to his folks also included a Saturday afternoon at Horseshoe Curve.

Bob grew up in Reading, Pa., and developed a fondness for the Reading Company by seeing and riding behind 4-8-4 2124 on the Iron Horse Rambles. In 1967, he attempted to try his hand at railroad artwork by redrawing photographs that appeared in *Trains* Magazine but eventually decided it would be more interesting to use his own photos for subject material. In February 1968 he took his first photograph when two ex-CP 4-6-2s were brought to Reading to act as stationary steam plants. He never quite got around to re-drawing the resulting photographs; however, those first few pictures were the start of what is now a collection of 8000 slides and prints. The original Brownie Hawkeye was followed by a succession of used 35mm models, and today Bob uses a Minolta SRT-201 for slides and a newly-acquired Bronica for black and white. He has also taken sound movies with a Minolta XL-400.

Bob attended Juniata College in Huntingdon, Pa., where the busy Penn Central main line (the old PRR Middle Division) provided a break between classes. While at Juniata, he met Richard Jahn, a classmate who was also a rail enthusiast. Together, they began taking weekend jaunts to Cumberland and Hagerstown, Md., to see and shoot the Western Maryland in its final days as an independent carrier. The close friendship continued after their 1974 graduation, and they still manage to do some railfanning together a few times a year. Bob currently serves as membership secretary of the Anthracite Railroads Historical Society, which Rich founded in 1974.

Bob's first railroad employment was a short session as a brakeman on the Reading. He left the railroad for an association management position in 1975, but returned to railroading in 1978 as a service representative for the Southern Pacific in New York

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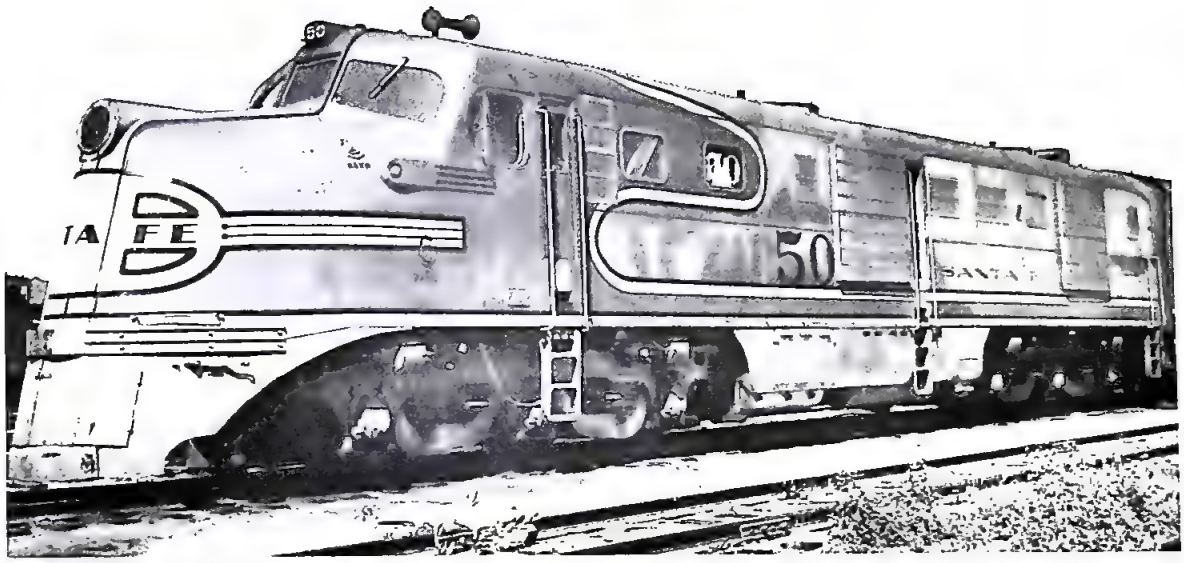

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City. He was promoted to Chief Clerk in Espee's Philadelphia sales office in May 1979. In addition to the Reading and Espee, he maintains a strong interest in the Soo Line, because he sees the Soo as one of the few mid-size carriers that has managed to maintain its identity instead of becoming a paper railroad or disappearing altogether through merger.

Cupid gets the credit for bringing Bob together with the Tuscola & Saginaw Bay. During an October 1977 trip to Millington, Mich., made solely for the purpose of meeting his future in-laws, he paused to photograph a "Grand Trunk Western" local and was told by the crew that Geep 4922 was leased by the T&SB pending delivery of their own engines. That first encounter with the new short line helped to convince him there would be future visits to Millington. Bob presently resides in Norristown, Pa., with his wife, Irene, and daughter, Jenny. Vacations are always planned around a drive back to Michigan. He has to convince the in-laws from time to time, however, that he's come out to see them too! ©

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RAILFAN EVENTS

NATIONAL, February 8. "Love Those Trains," a Gulf Oil/National Geographic Television Special on public broadcasting stations at 8:00 p.m. (check local listings for stations). Segments to include topics on railfanning, Amtrak, the Orient Express, a coast-to-coast freight, a trip through the Andes Mountains of Ecuador and the 150th anniversary running of the original John Bull.

NORTH FREEDOM, WISCONSIN, February 18-19. "Snow Train '84" at Mid-Continent Railway Museum featuring steam operations including—weather permitting—rotary snowplow and special consists. Contact: Mid-Continent Railway Museum, North Freedom, WI 53951, or call 608/522-4261.

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BOSTON, MASSACHUSETTS, February 25 "Winter Fun Snow Train" will, traverse entire Southern Division of the Central Vermont Ry. from New London, Conn., to Brattleboro, Vt. Amfleet consist will leave Boston's South Station at 8:00 a.m. and run the Amtrak/NH Shore Line to New London and then up the freight-only CV to Brattleboro. Return will be to Palmer and via Boston & Albany (Conrail) main line to Boston. Adult fare $39, children under 12 $24 (fares increase after February 11). For details contact: Massachusetts Bay Railroad Enthusiasts, P.O. Box 136, Ward Hill, MA 01830

AMORY, MISSISSIPPI, April 5-8. Amory Railroad Festival at Downtown Historic Frisco Park will include entertainment and rail-oriented events including train rides. Contact: Amory Railroad Festival, P.O. Box 128, Amory, MS 38821; 601/256-7194.

NORFOLK, VIRGINIA, April 7. Fantrip over former Norfolk Southern from Norfolk to Edenton, N.C., and return using S&A 4-6-2 750 and Southern Ry. green and gold FP7s. Route includes freight-only trackage and famous Albermarle Sound trestle. Contact: Virginia Opera Assn., P.O. Box 625, Norfolk, VA 23501; 804/627-9545

PERRIS, CALIFORNIA, April 28-29. Sixth Annual Rail Festival at the Orange Empire Railway Museum featuring extra operations on museum's two lines, old time music, automobiles, trucks, stationary engines and other displays. 9:00 a.m. to 5 p.m. both days. Admission to be announced. Contact: Orange Empire Railway Museum, P.O. Box 548, Perris, CA 92370; 714/657-2605

WINCHESTER, VIRGINIA, May 12. Winchester Chapter NRHS sponsoring the "Apple Blossom Special" excursion on B&O with RDC cars from Winchester, Va., to Baltimore, Md., and a tour of B&O Museum. Round trip will traverse rare scenic mileage on freight-only lines plus main line from Harpers Ferry through Point of Rocks. Contact: Winchester Chapter NRHS, P.O. Box 282, Winchester, VA 22601 (SSAE please), or call 703/662-8964.

PORTLAND, OREGON, May 5-June 24. Southern Pacific Daylight 4-8-4 4449 will pull an all-Daylight painted consist from Portland to New Orleans and return via SP lines carrying passengers on all segments of the trip. The run is being operated by Pacific Northwest Chapter NRHS in cooperation with SP, Louisiana World Exposition and the City of Portland. Tickets will be sold by local organizations for various segments of the run. See ad on page 13 for ticket purchase information and ordering details.

EASTBOUND TRIP: May 5 Portland-Klamath Falls; May 6 Klamath Falls-Sacramento; May 7 display at Sacramento museum; May 8 Sacramento-San Francisco; May 9-10 display at San Francisco; May 11 San Francisco-Fresno; May 12 Fresno-Los Angeles; May 13-14 display at Los Angeles; May 15 Los Angeles-Yuma; May 16 Yuma-Phoenix; May 17 display at Phoenix; May 18 Phoenix-Tucson; May 19 Tucson-El Paso; May 20 display at El Paso; May 21 El Paso-Alpine; May 22 Alpine-San Antonio; May 23 display at San Antonio; May 24 San Antonio-Houston; May 25-26 display at Houston; May 27 Houston-Dallas; May 28-30 display at Dallas; May 31 Dallas-Houston; June 1 Houston-Lafayette; June 2 Lafayette-New Orleans.

WESTBOUND TRIP: June 9 New Orleans-Houston; June 10 Houston-San Antonio; June 11 layover at San Antonio; June 12 San Antonio-Alpine; June 13 Alpine-El Paso; June 14 El Paso-Tucson; June 15 Tucson-Phoenix; June 16 Phoenix-Yuma; June 17 Yuma-Los Angeles; June 18 layover at Los Angeles; June 19 Los Angeles-San Luis Obispo; June 20 San Luis Obispo-San Francisco; June 21 San Francisco-Sacramento; June 22 layover at Sacramento; June 23 Sacramento-Klamath Falls; June 24 Klamath Falls-Portland.

Contact: Pacific Northwest Chapter NRHS, Room 1, Union Station, Portland, OR 97209.

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CASS, WEST VIRGINIA, May 18-20. Cass Railfan Weekend featuring runs on Bald Knob Mountain and former-C&O Greenbrier line to Durbin. Motive power will include double-headed Shays and the world's largest Shay, Western Maryland 6. New this year will be WM BL2 diesel. Both freight and passenger consists will be available for photography with lots of runbys and a Saturday night photo session conducted by R&R Editor Jim Boyd. Slide and movie show in shop building on Friday evening plus banquet Saturday evening. Tickets $35 per person for the weekend (box lunch and banquet extra and optional). Contact: Cass Scenic Railroad, P.O. Box 75, Cass, WV 24927.

CINCINNATI, OHIO, August 29-September 3, 1984. NRHS National Convention to be held in Cinncinati with main line steam excursions on CSX and NS lines plus Whitewater Valley R.R., the Dayton trolleybus system and local railroad tours. Headquartered at Stauffer's Cinncinati Towers. Also a full schedule of family activities. Cinncinati Chapter NRHS will make details available in spring 1984.

INTERNATIONAL TOURS

RAIL STUDY TOURS INTERNATIONAL, c/o W.I.T. Travel, 1401 Wilson Blvd., Arlington, VA 22209, (703/998-2362) has the following tours planned for 1984:

FINLAND, 17 days in May, featuring chartered steam trains plus tram specials and lake steamers. Depart New York or Helsinki. Post-tour train trip to Hungary also available.

SOUTH AMERICA, 22 days in August, featuring steam on G&Q in Equador, Central of Paraguay woodburners, Uruguyan State Railways and industrials, the Esquel & Rio Gallegos narrow gauge of Argentina and Dona Teresa Cristina with 2-10-2s and 2-10-4s in Brazil. Departs Miami.

AUSTRALIA AND NEW ZEALAND, 23 days in September for diesel and electric railways plus steam excursions. Departs Los Angeles.

CHINA, 23 days in November—the People's Republic of Steam! Visit northeast China including Datong steam locomotive factory. Steam plus streetcars. Originates in San Francisco with return stop-over in Japan available.

Contact Rail Study Tours International at the above address for full details.

CHALLENGER TOURS, 3672 Nottingham Way, P.O. Box 8965, Trenton, NJ 08650; 609/586-4664, has the following tours scheduled. Contact them for full details:

FRANCE, March. Alsace-Cote d'Azure Steam Special with 2000 km of steam and visit to "Exporail" in Nice.

HUNGARY, April. Intraflug chartered train with 1500 km of steam using all available classes (seven expected).

SOUTH AFRICA, May 18-June 11. Everything from two-foot gauge to the Blue Train on Railway Travel & Photography tour.

SOUTH AFRICA, April 6-22 or May 25-June 17. Two chances to join other fans chasing steam with experienced leader from Railway Travel & Photography

TURKEY, May. Tour eastern Turkey in private sleeper and diner equipped steam train by Intraflug

EUROPE, June 1-14. Railway Travel & Photography scenic tour of France, Switzerland, Germany and Holland from steam tram to TGV.

SCANDINAVIA, June. Woodburners in Finland and steam in Sweden under midnight sun with Railway Scene and Intraflug.

ZIMBABWE, June 29-July 14. Land of Garratts with Railway Travel & Photography

GREAT BRITAIN, June 30-July 15. Railfan tour with Railway Travel & Photography, crossing on Queen Elizabeth 2 optional.

EAST GERMANY, July. Steam grand tour by Intraflug chartered special using all available classes. Over 2000 km behind steam with dining car and lots of photo runs.

RAILROADIANA MEETS

JACKSONVILLE, FLORIDA, February 4. Southeastern Railroadiana Collectors' Fifth Annual Railroadiana/Model Train Sale & Trade Show at the Holiday Inn Jacksonville Airport, I-95 at Airport Road, from 9:00 a.m. to 4:00 p.m. Admission $2, tables $15. For information send large SSAE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

GREENBERG'S GREAT TRAIN, DOLLHOUSE MINIATURE & TOY SHOW to buy/sell/trade railroadiana and model trains of all gauges, plus movies, operating model layouts and displays, will be held at the following locations and dates (all 11:00 a.m. to 5:00 p.m., admission $4 per day, children under 12 free with adult; sales space $35 for both days).

Philadelphia, Pennsylvania, Feb. 4-5. Philadelphia Civic Center, I-76 and Schuylkill Expressway to South Street Exit and follow signs.

Pittsburgh, Pennsylvania, Feb. 25-26. Pittsburgh Expo Mart at Monroeville Mall, Penn Turnpike Exit 6, then two miles west on U.S. Business 22.

Timonium, Maryland, March 31-April 1. Maryland State Fairgrounds, I-83 to Exit 17 (Padonia Road).

For Further Information contact: Greenburg Publishing Co., 729 Oklahoma Ave., Sykesville, MD 21784, or call 301/795-7447.

HAMBURG, NEW YORK, February 19. Toy Train Collectors Society Show, Sale & Swap Meet at Leisureland on Camp Road from 11:00 a.m. to 4:00 p.m. Adults $1, kids under 12 50¢. Contact: Danny Fitzgerald, 119 Tomaka Drive, Hamburg, NY 14075; 716/649-2144.

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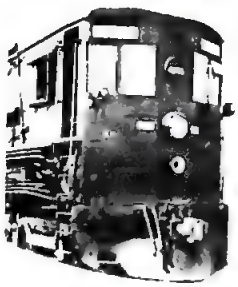

ALLENTOWN, PENNSYLVANIA, February 26. ATMA Spring Thaw Train Meet at Allentown Fairgrounds Agricultural Hall from 9:00 a.m. to 3:00 p.m. Features railroadiana, toy and scale trains, train races and operating layouts. Admission $2.75 adults, $1.25 children; tables $10. Contact: Robert House, 1240 Walnut St., Allentown, PA 18102; 215/821-7886.

PERRIS, CALIFORNIA, March 3. Annual Pre-Spring Railroadiana Swap Meet held outdoors at Orange Empire Railway Museum, 2201 So. "A" Street, from 9:00 a.m. to 3:00 p.m. Admission $2 (or included in all-day pass to ride). Space open for exhibitors; bring own tables and chairs (write for rate). Orange Empire Railway Museum, P.O. Box 548, Perris, CA 92370; 714/657-2605.

WILLIAMSPORT, PENNSYLVANIA, March 4. Whistle Stop Train Meet from 9:00 a.m. to 4:00 p.m. at Hepburnville Fire Hall, seven miles north of Williamsport one mile off Route 15 on 973 East. Admission $1.50, kids under 12 free. Vendor's table (includes two admissions) $5. Just ten minutes away from the Shempp Toy Train Museum, now open. Contact: Jim Stabley, 208 Beech St., South Williamsport, PA 17701 (717/323-8883).

FRANKLIN PARK, ILLINOIS, March 4. Third Annual Franklin Park/Chicagoland Railroadiana Show at East Leyden Township High School, 3400 N. Rose St. (25th Ave.) from 10:00 a.m. to 4:00 p.m. Admission $1. For table information send large SSAE to: Steve Mazanek, P.O. Box 191, Franklin Park, IL 60131, or call 312/537-0891 and ask for Joe.

STOCKTON, CALIFORNIA, March 10. "Winterail '84" will be held from 11:00 a.m. to 10:00 p.m. at the Scottish Rite Temple, 33 West Alpine Avenue. This sixth annual affair will feature multi-media slide presentations, which begin at 1:00 p.m., and will have guest author and publisher Joe McMillan along with some of the West's noted rail photographers. Also photo contests and an expanded flea market. Registration: $6 in advance and $10 at door (children under 12 half fare). For information and tickets send SSAE to: Dave Stanley, P.O. Box 8771, Stockton, CA 95208-0771.

ROCHESTER, NEW YORK, March 11. Toy Train Collectors Society Show, Sale & Swap Meet at Minett Hall, Monroe County Fairgrounds, from 11:00 a.m. to 4:00 p.m. Adults $2, kids under 12 50¢. Contact: Stan Slade, 233 E. Commercial St., East Rochester, NY 14445; 716/248-5735.

CLARK, NEW JERSEY, March 11. "Rail Bazaar '84" hosted by the Jersey Central Chapter NRHS at Mother Seaton High School, Garden State Parkway Exit 135 at Clark Circle, 9:00 a.m. to 4:00 p.m. One of the biggest in the East with railroadiana, models, rail photos/slides, books and antiques for sale.

614

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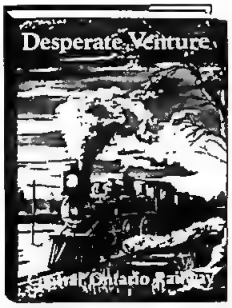

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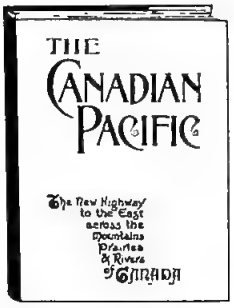

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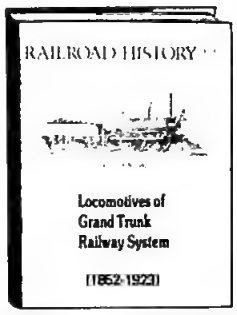

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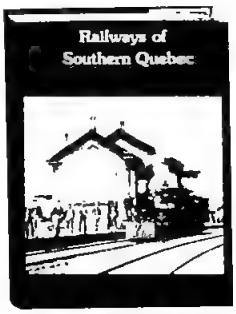

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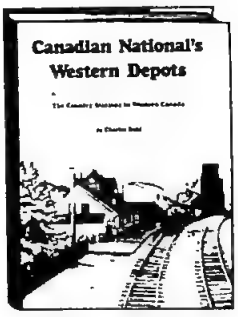

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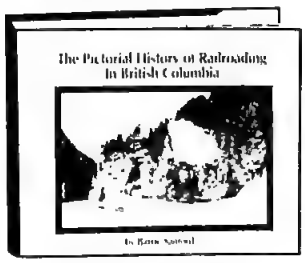

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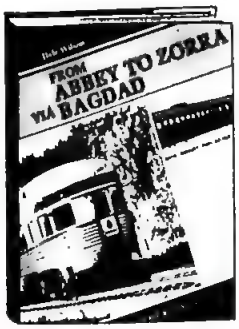

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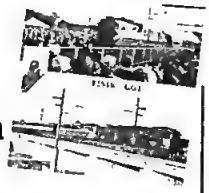

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PITTSBURGH, PENNSYLVANIA, March 16-17. Steel Valley Train & Miniature Show at Castle Shannon Memorial Hall on Route 88 from 6:00 to 9:00 p.m. on Friday and 11:00 a.m. to 4:00 p.m. on Saturday. Adults $3, kids under 12 free; 10% discount to senior citizens. Dealer tables $25 for both days. Contact: Catherine Daum, P.O. Box 10977, Pittsburgh, PA 15236; 412/653-6940.

ERIE, PENNSYLVANIA, March 18. Third Annual Railroadiana & Model Train Show at Rainbow Gardens, Waldameer Park, 10:00 a.m. to 4:00 p.m. Adults $2.50, students and seniors $2. Dealer 14-foot tables $20 (two or more $15 each), 8-foot tables $10 each. Contact (large SSAE please): Carl Amidon, 10118 Hall Ave., Lake City, PA 16423; 814/774-3570.

WEYMOUTH, MASSACHUSETTS, March 24. South Shore Model Railway Club Show with dealers, white elephants, movies and displays from 9:00 a.m. to 4:00 p.m. at Weymouth Armory, Rockaway Ave. off Middle St. Admission $1.50. Contact: Stan Darcy, 7 Montello St., Brockton, MA 02401; 617/583-6777.

JOLIET, ILLINOIS, April 7. Blackhawk Chapter NRHS Swap Meet at First Lutheran Church, 55 W. Benton St. (corner of Ottawa & Benton in downtown Joliet). Free parking. Buy/trade/sell. 9:00 a.m. to 4:00 p.m. Admission $1, kids 5-12 years 50¢. Tables advance only $7. Contact: Steve Tharp, 2289 New Lenox Rd., Joliet, IL 60433, 815/726-7101.

SARNIA, ONTARIO, April 8. Sarnia Model Railroad Club Flea Market & Swap Meet from noon to 5:00 p.m. at the 445 Club, 430 Christina St. South at Imperial Oil Refinery. Admission $1. Contact: Bill Clarkson, 1332 Ridgewood Dr., Sarnia, Ont., Canada N7V 3R3, 519/542-7333.

WHISTLE STOP TRAIN SHOWS sponsored by the Railway Employees Activities Association, P.O. Box 16489, Rocky River, OH 44116; 216/476-0456, and featuring railroadiana, artwork, memorabilia, books and model trains of all types and gauges will be held at the following locations and dates:

FAIRVIEW PARK (CLEVELAND), OHIO, April 13, 14 and 15, 1984, at Westgate Mall, West 210th and Center Ridge Road. Friday and Saturday 10:00 a.m. to 9:00 p.m., Sunday noon to 5:00 p.m. Free admission and free parking.

HELENA, MONTANA, April 15. Fourth Annual Railroad Fair from 10:00 a.m. to 5:00 p.m. at the Colonial Inn Executive Room, 2301 Colonial Drive. Model and toy trains and railroadiana. Admission $1, kids under 12 free. Tables $10. Contact: John A. Elliott, 24 South Montana, Helena, MT 59601 (406/443-2348).

MANSFIELD, OHIO, April 21. 16th Annual Railroadiana & Model Railroad Flea Market & Show at the Masonic Temple, Lexington Avenue at Middle-Belleville (U.S. 12 on south side of city) from 10:00 a.m. to 4:00 p.m. Adults $1, kids under 12 free with adult. Contact: Bob Kitley, 752 W. Fourth St., Mansfield, OH 44906; 419/526-0680.

Camera Bag

BY JIM BOYD

Shutter versus train speeds

Those of you who read this column regularly know that one of the topics that will bring me leaping to the soapbox is shutter speeds. Twice in recent trips the subject arose among experienced fans, and one discussion shed some new light on the matter.

A trip about a week ago to "Bacteria Beach" to attend "Morning Mass" at South Amboy (photographing the morning commuter parade of N.J. Transit GG1s from atop the old sewer pipe that extends into Raritan Bay on the Perth Amboy side and presents a beautiful view of the trains on the long deck girder bridge) found a half dozen of us comparing light readings in the hazy dawn light. While most of us were shooting 1/500th at f2.8 on Kodachrome 64, one of the group was insisting on staying with 1/125th at f5.6 "to get good depth of field."

In almost any railfan photography situation, depth of field is an insignificant factor, while blur from a too-slow shutter speed is a critical factor—all the depth of field in the world won't make up for a blurred train: you have to stop the action first (okay, okay, sometimes you *do* want motion blur for artistic reasons, but in the vast majority of railfan photography the desire is for a crisp subject with sharp detail). Since most railroad subjects are photographed near the infinity end of the focusing scale, the depth of field even wide open with a normal lens will have virtually everything in the scene in sharp focus except for the nearest ground detail. Telephotos are, of course, a different matter, since the depth of field becomes much more critical as you go to longer lenses—the lesson here is to avoid using teles in marginal light or go to a higher speed film. (Why not use a high speed film all the time? Because the high speed films have poorer resolution and color quality than the slower "normal range" films.)

The topic also came up about the "middle" f-stops in any lens giving the best quality image as compared to wide open or stopped fully down. Here again, that relative quality can be measured in a lab but is almost impossible to distinguish on a projected slide—and

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This chart shows inches travelled relative to train speed and camera shutter speed.

TRAIN SPEED	SHUTTER SPEED 1/1000th	1/500th	1/250th	1/125th	1/60th	1/30th seconds
m.p.h. 5	.09	.18	.35	.70	1.46	2.93 inches
10	.18	.35	.70	1.41	2.93	5.87
20	.35	.70	1.41	2.82	5.87	11.73
30	.53	1.06	2.11	4.22	8.80	17.60
40	.70	1.41	2.82	5.63	11.73	23.47
50	.88	1.76	3.52	7.04	14.67	29.33
60	1.06	2.11	4.22	8.45	17.60	35.20
70	1.23	2.46	4.93	9.86	20.53	41.07
80	1.40	2.81	5.62	11.23	23.40	46.80
90	1.58	3.17	6.37	12.68	26.40	52.80
100	1.76	3.52	7.04	14.08	29.33	58.67
120	2.11	4.22	8.45	16.90	35.20	70.40 inches

a train blurred from motion is still a blurred train, regardless of the optical perfection of the middle f-stops. The only practical concession I make to this matter in my own photography is that I'll start backing down my shutter speeds when the light reaches one full stop above wide open. I've found that first full click stop gives the only noticeable improvement in optical quality that you can actually see. This means that I'd try to stay at f2.8 on my f2 lenses and start reducing shutter speed in low light rather than open up that very last stop to f2.

Now, all of this previous discussion has merely summarized some of the problems of chosing f-stops versus shutter speeds. Earlier this summer while chasing some Southern steam trips out of Washington, D.C., Alex Mayes whipped out a little chart he'd made up that should convince even the severest skeptic that shutter speeds are extremly important. Alex had simply calculated out how far a subject actually moves at various track speeds versus various shutter speeds. The numbers are real eye-openers; see the accompanying chart.

What is a little startling is how far subjects move at what we often consider "low" speeds in relation to "normal" shutter speeds. A 30-m.p.h. train, for instance, covers over four inches during a 1/125th shutter opening—that's about twice the width of a handrail and greater than the width of most lettering lines, which means that details and lettering can be considerably blurred even at such relatively modest speeds. Of course, this would be most exaggerated with the camera stationary and at a right angle to the subject's movement, but the fact is that even a nearly head-on angle, the train will move twice the width of a handrail or as much as the vertical lines in the lettering during the exposure. The closer to head-on you photograph the train, the less noticeable the blur will be, but the train will actually be covering the distances noted while your shutter is open.

Many of us minimize the effects of train movement with partial panning—following the motion of the train with the camera—but that will then cut down on the sharpness of the non-moving portions of the scene. If you have any doubts about the need to keep the shutter speeds up, though, just look at the distances travelled for the 1/60th of a second, which is considered about the useful minimum for safe hand-holding. At 1/60th, a train moving only 20 miles per hour still covers nearly six inches, while a train doing 120 m.p.h. only covers a little over four inches when nailed at 1/500th of a second! That means you'll stop that Metroliner at 120 at 1/500th better than a slow freight at twilight at 1/60th. Even in our "normal" range of speeds, a fast-moving train will be covering about two inches even at 1/500th of a second—or a foot-and-a-half at 1/60th. It's definitely something to think about.

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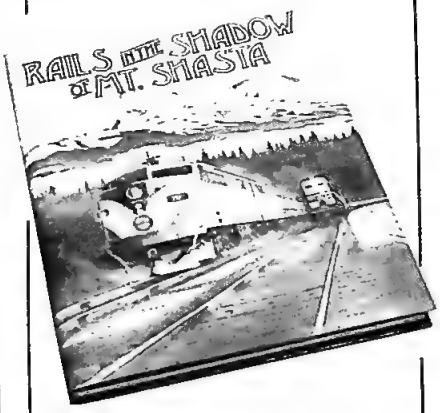

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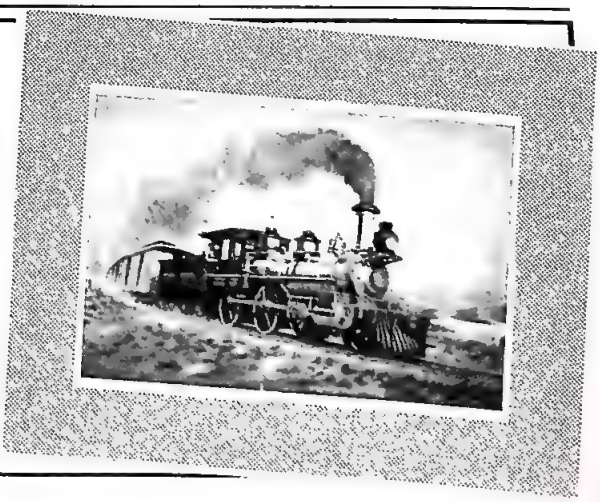

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Railnews

COTTON BELT Placed in service on February 8, 1943, 4-8-4 819 was the last new steam locomotive for the St. Louis Southwestern Railway and was built in the company shops in Pine Bluff, Arkansas. On December 1, 1983, the 819 returned to the shop where she had been built to begin a two-year restoration program to bring her back to steaming life again. With the full cooperation of the Cotton Belt and with blessings from parent Southern Pacific, the 819, which had been preserved since 1955 in Pine Bluff's Oakland Park, was moved through town to the Cotton Belt shops. Responsibility for the restoration will be with "Project 819," an all-volunteer effort of the Arkansas Railroad Club and the Cotton Belt Rail Historical Society, which will lease the shop space for the work. Though appearing a bit shabby in 1983, the 819 was well prepared for preservation when she went into the park and has been under a roof for most of the time. Inspections and initial tests show her in basically sound condition—and she's got a full set of roller bearings which seem to be in good shape.

NEW ELECTRICS The British Columbia Railway began operation in late December 1983 on a major portion of their new 80-mile coal branch that strikes out eastward from Anzac, B.C., 77 miles north of Prince George. The Tumbler Ridge branch is electrified with 50-kilovolt commercial frequency a.c. and will utilize seven GF6C locomotives (6001-6007) from GMD in London, Ontario. The red, white and blue units (see page 2) are essentially "electric SD40s" in a cowl carbody utilizing electric technology developed in the GM6C which was tested on Conrail.

The Tumbler Ridge branch was electrified because hydroelectric power was available nearby and approximately $15 million could be saved by not having to install ventilation equipment in two major tunnels. The electrics are expected to handle two or three 98-car unit trains a day to Anzac where BCR diesels will take them to Prince George and hand them over to the CNR for shipment to the port at Prince Rupert.

THE ROCK ISLAND The estate of the Rock Island is still in the railroad business in Oklahoma. Extensive shop facilities at El Reno are used for preparation and distribution of RI rolling stock, and the equipment is carried in a weekly RI road haul to Herington, Kansas, over lines operated by MKT subsidiary Oklahoma-Kansas-Texas. To handle the yard and shop switching, the RI trustees kept SW8 830 on hand at El Reno, and they recently acquired P&LE/Monongahela GP7 1504 through the now-defunct North Central Texas and painted it—and the SW8—into a new RI paint scheme combining the "Rock" blue and white with the traditional RI red heralds (see page 2). The Geep leaves El Reno each Monday with its train of outbound cars and usually gets to Enid or Caldwell the first day. Then it's up to Herrington on Tuesday with a two-day return trip.

MISSISSIPPIAN RAILWAY After a 15-year absence, Mississippian Railway 2-8-0 77 returned home to Amory on November 7, 1983. One of the South's last steam-powered short lines, the Mississippian dieselized and the 77 left home in 1968 after being sold to the North Alabama Railroad Club, which ran it on five excursions on the Southern until she lost a rod. (Sister 2-8-0 76 has been running on the Gettysburg Railroad in Pennsylvania.) Plans are to completely refurbish the 77 and run weekends between Memorial Day and Labor Day on the Magnolia State Railway, which hopes to be operational by the beginning of the 1984 season. Amory has its Railroad Festival scheduled for April 5-8, and it's a sure bet that they'll be working to have the 77 ready by that time.

GRAND TRUNK COMMUTER One hundred forty five years of regularly scheduled passenger service on the Grand Trunk Western's Detroit-to-Durand line ended quietly on October 14, 1983, when the "last" Southeastern Michigan Transportation Authority (SEMTA) commuter trains pulled out of downtown Detroit for Pontiac, 26 miles to the west. That day the Michigan Association of Railroad Passengers filed a complaint in court to continue the service, and as a result the actual last runs were made on the following Monday, October 17, with very few riders.

The SEMTA operation has no local tax support, but the possibility exists for reestablishing the service in the future. For this reason SEMTA is leasing out its passenger equipment to New York's Metro-North rather than selling it. The loss of the coach fleet will be a hardship to the local excursion operators who have used it on numerous occasions—including trips behind NKP 2-8-4 765 from Royal Oak to Montpelier.

"FAREWELL TO VERMONT" On October 22-23, 1983, Steamtown U.S.A. operated its two final "Farewell to Vermont" excursions from Bellows Falls to Rutland and return on the Green Mountain Railroad. With only one serviceable steam locomotive capable of traversing the line available (big CPR G3 2317 is restricted from some GMR bridges), the 21-car train—biggest passenger train *ever* over the line, even from its Rutland days—was headed up by three GMR RS1s with Steamtown's CPR G5 4-6-2 coupled to the train to provide steam heat, whistle and stack sound. Both trains were filled to capacity.

While semi-serious jokes were being made about these being the "First Annual" Farewell to Vermont trips, subsequent developments seem to indicate that the move to Scranton will, indeed, be made in the summer of 1984 and that no operations in Vermont are anticipated for 1984. Although equitable arrangements have reportedly been worked out among the participants in the Scranton proposition (among them, Monroe County, which bought the DL&W main line Steamtown wants to use; its contract operator, VentuRail; and Scranton political and commercial interests), Scranton is having some difficulty making good on its promised financial support. There is guarded optimism that the move can be made in mid-1984, but only time will tell.

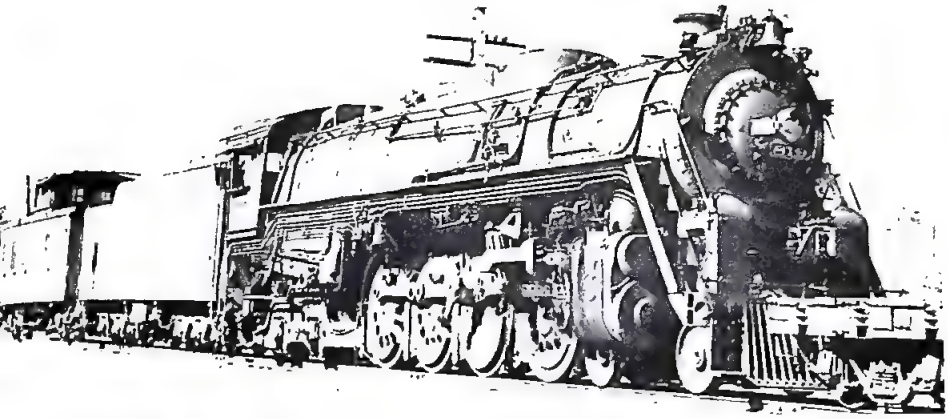
GENERAL ELECTRIC In the biggest single order for a single production run it has ever received, General Electric contracted to supply the Peoples Republic of China with 220 C36-7 locomotives during 1984. Meanwhile, China is still building new 2-10-2s. Also for overseas, GE just completed four B36-7s for Morrison-Knudsen's Cerrejòn 100-mile coal railroad in northeastern Colombia, South America.

In addition to the 60 B36-7s (5000-5059) presently being delivered, Conrail has returned to GE for 50 C30-7A (12-cylinder) units and ten C32-8s, the latter being pre-production versions of the Dash-8 models. Conrail is also currently taking delivery on 40 SD50s from EMD (6700-6739).

AMTRAK AND CHRYSLER Amtrak has announced that Chrysler Corporation is developing the new CTC-and-then-some control system for the southern 110 miles of the Northeast Corridor main line which should be installed by 1985. Developed by Chrysler's Military-Public Electronic Systems Division in Huntsville, Ala., in cooperation with Amtrak engineers, the Centralized Railroad Electrification and Traffic Control System (CETC) will not only handle train routing like a conventional CTC installation but will also both manually and automatically control power distribution in the catenary. The new console will be located in Philadelphia and control the railroad between Wilmington and Washington. What will make the system unusual will be its extensive use of video computer monitors. The north end will continue for the immediate future to use the labor-intensive but time-proven tower and block operator system.

AUTO-TRAIN After paying the bankrupt Auto-Train Corporation for the right to use its name and leasing both the Sanford, Florida, and Lorton, Virginia, facilities as well as a fleet of equipment, Amtrak began again on October 30, 1983, what Auto-Train had quit on April 30, 1981. Using P30CH diesels, a mix of Heritage and Amfleet including domes and both bilevel and trilevel enclosed auto carriers, Amtrak began by fielding a big train three times weekly in each direction—with daily service expected in the spring of 1984. Already having operating rights and a fine support organization, Amtrak is confident that it can turn a real profit on the Washington-Florida service. Auto-Train would likely not have failed if it had concentrated on the established Eastern Seaboard market and avoided its disasterous experiments with Midwestern service.

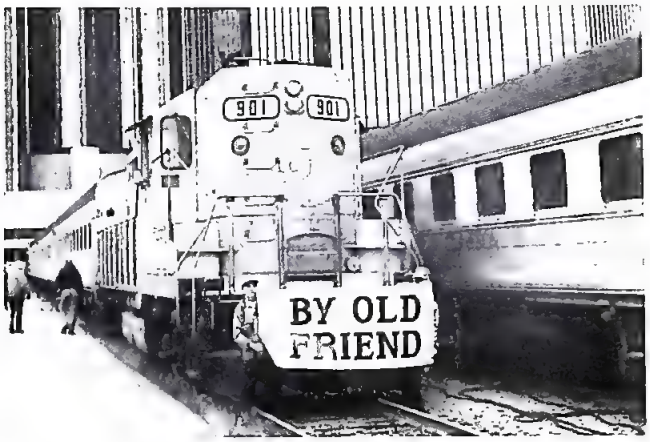
NORFOLK SOUTHERN STEAM Jim Bistline, head of the NS Steam Operating Department, advises as to the status of the NS



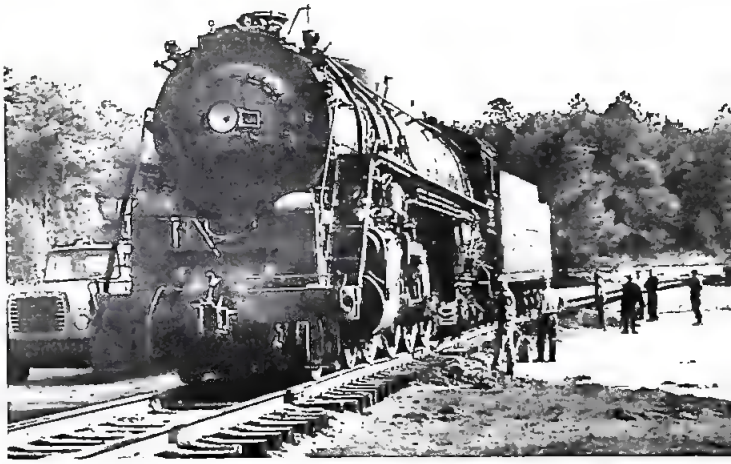
COTTON BELT

COTTON BELT 4-8-4 819 was a handsome machine when she was slated for preservation (left) in 1955 at Pine Bluff, Arkansas. Looking a bit the worse for wear, she was moved out of her Oakland Park resting place (below) and December 1, 1983, was moved through Pine Bluff to the SSW shop where she'd been built in 1942. With about two years of work by railfans and volunteer employees, we should see her back in steam. The project has the full support of the Cotton Belt and parent Southern Pacific.

BOB HEAVENRICH



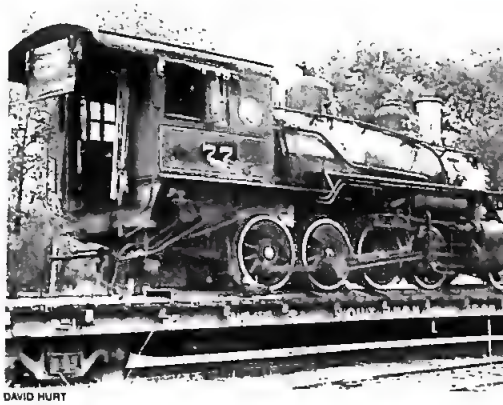
GRAND TRUNK COMMUTER service between Detroit and Pontiac, Michigan, was to have ended with the last run on Friday, October 14, 1983, of this train—that's Eric Bothwell hiding his face for misspelling "Bye" on the sign. Court action compelled one more day of service on Monday.



BILL McCASKILL

MISSISSIPPIAN RAILWAY 2-8-0 77, after 15 years in Alabama, returned home to Amory on November 7, 1983 (below), for restoration.

ALEX MAYES



DAVID HURT

AUTO-TRAIN was reborn in 1983 as an Amtrak service. The first northbound revenue run arrived in Lorton, Va., on November 2, 1983, with three P30CHs, 18 passenger cars and 23 auto carriers. It was carrying 30 autos and 61 passengers, but the first southbound run October 30 was sold out.

"FAREWELL TO VERMONT" was the theme of the two round trips between Bellows Falls and Rutland, Vt., operated by Steamtown U.S.A. on the Green Mountain R.R. on October 22-23, 1983. The Saturday trip is shown (right) above Ludlow headed for Summit with three GMR RS1s leading CPR 4-6-2 1246 and a 21-car train. Steamtown plans to move its operation to Scranton, Pa., during the summer of 1984.

J.M SHAUGHNESSY

Railnews

steam fleet for 1984: N&W 4-8-4 611 is in Birmingham for boiler work will be available in the spring. Southern 2-8-2 4501 is the next priority engine for overhaul and should be available by mid-summer. The S&A 4-6-2 750 will be returned to her Atlanta Chapter NRHS owners in serviceable condition, as she is too light for most NS excursion work. The ex-C&O 2-8-4 2716 is "on hold" for the present time and will not run in 1984.

TOLEDO, PEORIA & WESTERN On the eve of its absorption into parent Santa Fe, the TP&W has been disposing of its minority units that the Santa Fe doesn't want. In late 1984 C424s 800-801 were sold to New Jersey's Morristown & Erie, while RS2s 202 (low nose) and 205 (unmodified) went to Pennsylvania's Octoraro Railroad. B&K Engineering (which is completing its negotiations to purchase the two ex-D&H PAs from Mexico) bought low-nose RS11 401, while high-nose RS11 400 was donated to the Illinois Railway Museum at Union, Ill. The Michigan Northern purchased GP7s 102-103, leaving SW1500s 303-306 still available for sale.

THE WESTERN PACIFIC Now operated as a division of the Union Pacific, it appears that the Western Pacific's image will survive within museums. Orange and silver F7 917 was posed alongside WP 4-6-0 94 upon delivery to the California Railway Museum at Rio Vista Junction operated by the Bay Area Electric Railroad Association, while sister F7 921 was donated to the Greater Portola Chamber of Commerce with only slightly less fanfare (see November '83 R&R for color photos). Meanwhile, the UP donated Sacramento Northern SW1 402 to the California State Railroad Museum in Sacramento and is underwriting a full cosmetic restoration of UP 0-6-0 4466, already in the museum. The 4466 work is being done by UP employees in the SP Sacramento Unit Shop, and while the engine is in the shop the museum volunteers are doing the additional work necessary to restore the 0-6-0 to fully serviceable condition for steam operation.

"RIVERS OF STEEL" The Union Pacific will have an exhibition at the New Orleans World's Fair which will run from May 12 through November 11, 1984. The theme of the UP exhibit will be "Rivers of Steel," depicting the railroads' historical development from the waterways and its growth beyond to a network linking the nation. The UP's fantripping 4-8-4 8444 will be on display outside their pavilion. No mention was made of participation by 4-6-6-4 3985.

The UP got some coverage on the NBC-TV *Today Show* in November which included footage filmed on October 7 with the 8444 and 3985 running side-by-side in front of the Cheyenne depot. The 8444 had just returned from a promotional trip to Omaha, and the 3985 was to head a fantrip to Laramie the next day.

ACE SETBACK The project to build the ACE 3000 "second generation" steam locomotive received a major setback in November when a disagreement over division of the $45 million development commitment caused Babcock & Wilcox and the Burlington Northern to pull out of the COALS Ltd. partnership (page 24, September 1983 R&R). The Chessie System, which okayed its $15 million commitment at the board of directors level, is still interested and has not withdrawn from the project, and American Coal Enterprises is actively seeking new partners to rebuild the financial and development organization. Ross E. Rowland, Jr., founder of ACE, says, "We have received a major setback in our timetable, but I'm more convinced than ever that we have the answer to the question of a coal-burning locomotive—and we're not about to quit."

Concerning the immediate future of Rowland's C&O 4-8-4 614, he notes that the engine is stored at Hagerstown, Md., and will likely not see service on any tourist or railfan operations until it has been used as a "living classroom" for the engineers and developers of the ACE engine and can be equipped to provide a data base for the ACE locomotive computer.

Meanwhile, BN has committed $2 million and Norfolk Southern $1 million to General Electric for a study of the problem of developing ways of burning coal in a railroad locomotive. "When they're done, I suspect that they'll arrive at essentially the same conclusions we did," commented Rowland.

Of the General Electric effort, NS Chairman and CEO Robert B. Claytor observed, "Without trying to predict the outcome of this study, one likely result could well be the development of a coal-burning gas turbine locomotive within the next four or five years. It is time to try again to reestablish coal as the primary locomotive fuel on American railroads. This would help our coal industry and assist our nation by improving our balance of payments and lessening our dependence on foreign oil. We are convinced that the chances of success are substantially better now than they were in the 1950s."

FAREWELL, PULLMAN Pullman, the folks who brought you the sleeping car, the PS series freight cars, Superliners and a host of other familiar products, is leaving the rail car manufacturing business. The facilities to build freight cars will be sold to Trinity Industries of Dallas, Texas, in an asset redeployment program. The sale will be for a combination of cash and notes estimated at over $50 million. Pullman is controlled by Signal Companies—of Mack Truck and Trailmobile fame. In a complex move, Pullman will add a couple of Signal subsidiaries with the funds generated by the rail sale. While not a fallen flag, the withdrawal of Pullman from the rail scene will be a loss to the industry—WALTER A. APPEL.

METRO-NORTH New York's Metro-North Commuter Railroad is leasing 22 of the 23 SEMTA cars from the defunct GTW Detroit commuter service. Nine coaches and a snack car are expected to be assigned to the Danbury, Conn., service, while the remainder will go on Poughkeepsie trains. Meanwhile, 19 new HEP-equipped coaches are on order from Bombardier, and 13 FL9s will be rebuilt and equipped with HEP units (the four FL9s that ConnDOT has at Chrome Crankshaft at Silvis, Ill., undergoing overhaul are being delayed until the specs can be worked out on the type of HEP to be installed; these units will be painted in classic New Haven colors when they finally emerge). Metro-North's present fleet of 35 FL9s is being renumbered 501-535 to avoid conflict with Conrail's new B36-7s 5000-5059.

Needing boiler-equipped locomotives while its HEP fleet is being planned, M-N has leased NJ Transit E8s 4248 and 4326 to mate up with its Amtrak E8s 495 and 497 (these last serviceable Amtrak E-units are equipped with HEP systems that M-N cannot use, and the NJT E8s will be paired up one each with the Amtrak units to provide train-heating steam). The diesel shortage on M-N should be eased when the electrification to Brewster is completed in March 1984 and m.u. cars—being refurbished by Morrison-Knudsen—will replace many FL9-hauled trains.

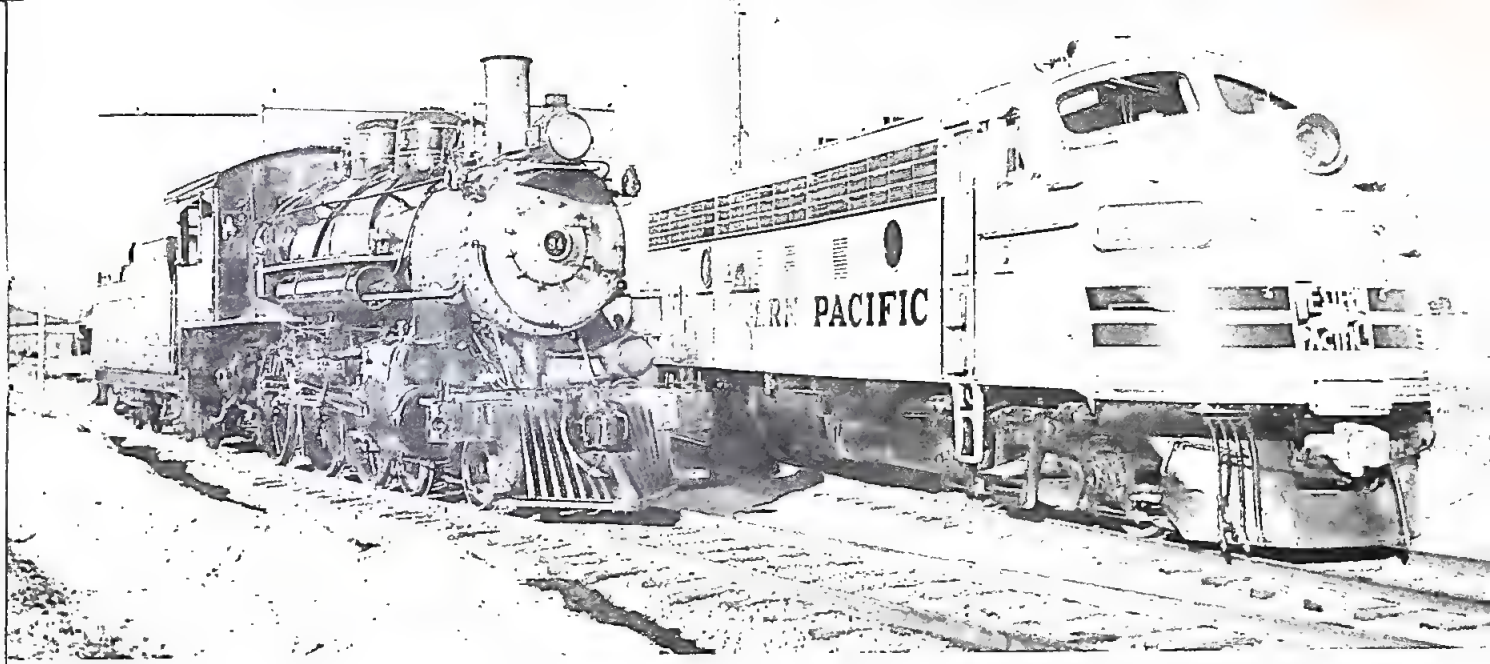
SLURRY SETBACK By winning a contract to move ten million tons of coal per year for 20 years from Wyoming to Arkansas, the Chicago & North Western and Union Pacific/Missouri Pacific have delt a substantial blow to the concept of cross-country coal slurry pipelines. Energy Transmission Systems, Inc., had over $3 billion in financing lined up to build a 1200-mile slurry line, and construction was to start next year contingent upon ETSI winning the contract for Arkansas Power & Light.

Neither the lenders to ETSI nor the budding coal slurry carrier had counted on any railroad bidding for the business on a fixed-rate long-term basis. The beauty of the pipeline was supposed to be long term fixed costs due to low labor content in operating costs. Then along came C&NW and UP/MP with a bid of between $17.50 and $18.00 per ton to move the ten million tons per year for 20 years—probably the largest dollar value rail transportation contract ever signed. The action opened the question of the long term viability of a pipeline that must compete with railroads that are already in place, and the entire slurry pipeline concept is now being questioned in financial circles.

In addition to the ESTI project, five other major coal slurry pipelines are in the planning stages, and while their demise may not yet be carved in stone, the C&NW-UP/MP proposal has been a major setback to them—WALTER A. APPEL.

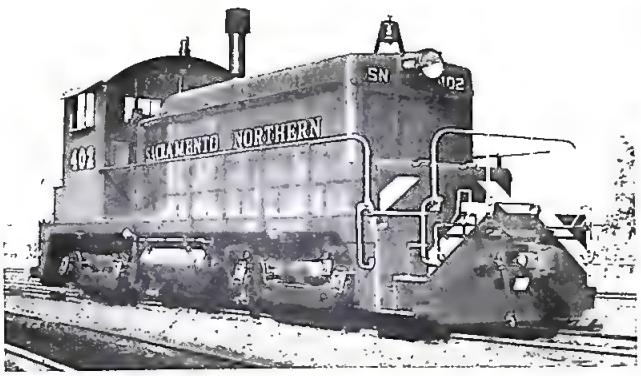
THE LOST SPRINGS REBELLION If you ever expected the Chicago & North Western to cause a public furor, about the last you'd expect it would be in Wyoming. Yet, the hapless C&NW recently got into it with the town of Lost Springs, population 6.

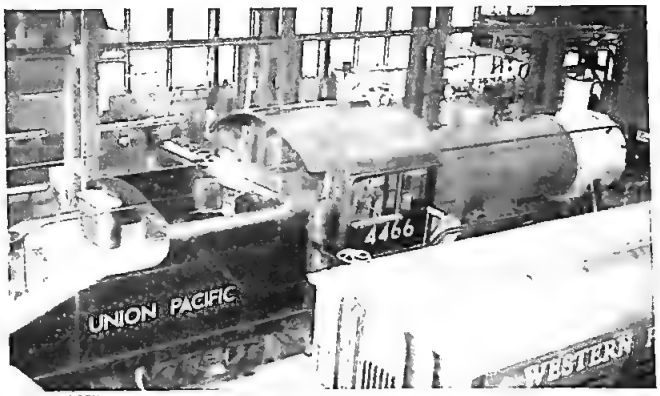
It seems the fight started when the railroad announced plans to



TWO PHOTOS UNION PACIFIC SYSTEM

WESTERN PACIFIC engines of two eras joined company at Rio Vista Junction (above) when Union Pacific donated F7 917 to the California Railway Museum. Meanwhile, the California State Railroad Museum in Sacramento was donated Sacramento Northern SW1 402 and is in the process of overhauling UP 0-6-0 4466 to serviceable condition (below) in the SP shop.

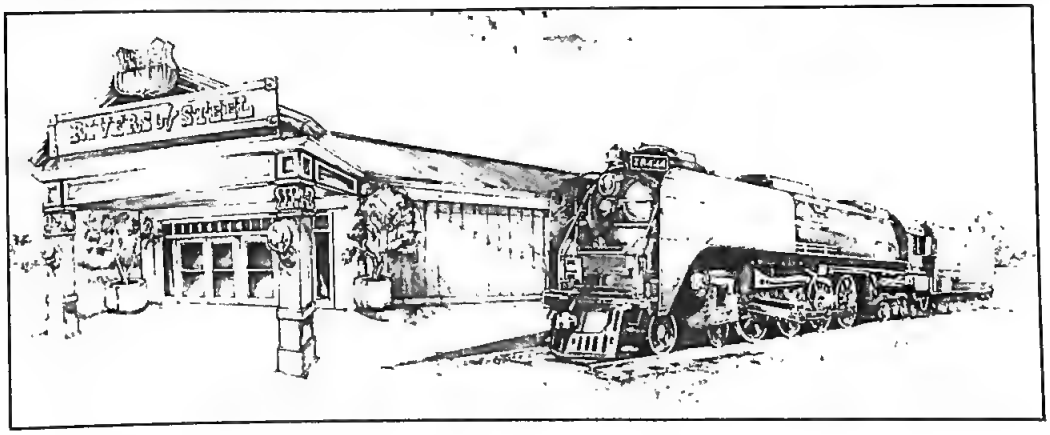




JOEL HARRISON

"RIVERS OF STEEL" will be the theme of the Union Pacific pavilion at the 1984 New Orleans World's Fair, which will run from May 12 through November 11. UP 4-8-4 8444 will be on display outside the hall.

ARTWORK, UNION PACIFIC SYSTEM



upgrade its line to the coal-laden Powder River Basin in preparation for expanded coal traffic. It wanted to eliminate a sag in the track at Lost Springs with a 22-foot high fill. The proposed embankment, however, would come between Lost Springs and its only source of income: the passing motorists on nearby U.S. Highway 20. The railroad offered to build an underpass and provide a giant illuminated sign on the highway to make sure the passersby were aware of the presence of Lost Springs on the other side of the track.

The residents of Lost Springs, however, said that wasn't good enough and wanted the railroad to relocate behind the town, leaving the path between Lost Springs and the highway unobstructed. When the railroad disagreed and began condemnation proceedings to secure the property to widen the right of way needed for the fill—from the family of Mayor Leda Price and her husband, Town Clerk Vince Price, also owners of the Lost Bar—the town fought back by hiring Attorney J. Patrick Hand and taking the matter to court in Douglas. On July 29, 1983, the court ruled against the railroad, and the C&NW agreed to raise the track only three feet at Lost Springs. If you want to see pictures, the story made six pages in the November 1983 issue of *Life* Magazine!—DAVID LUSTIG.

Alco's Enduring 539

by Win Cuisinier

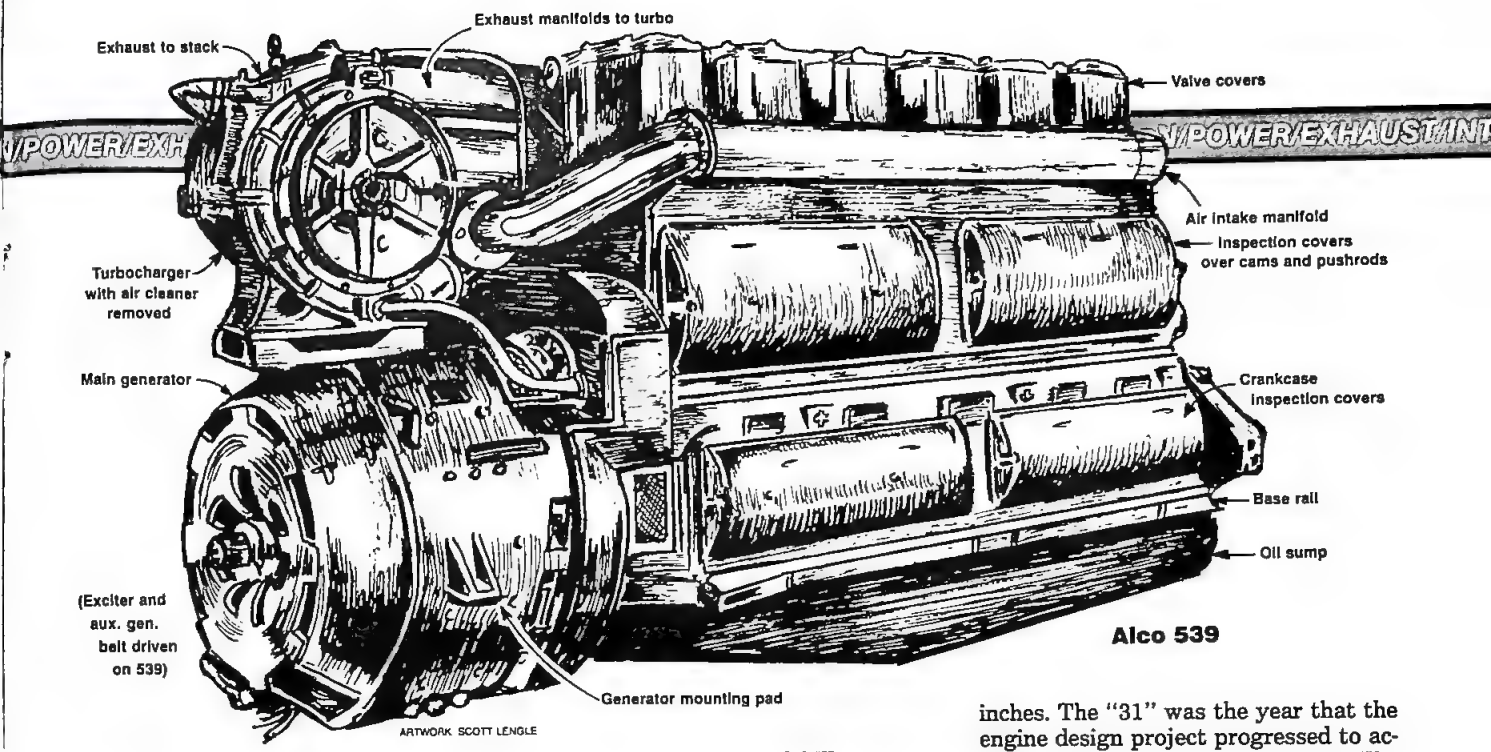
The diesel engine developed for Alco's immensely successful S1-S4 switchers was heavy and slow but rugged and reliable.

The Alco 539 series diesel prime movers were an impressive success story for a builder which otherwise experienced a rollercoaster ride through the diesel market during and after the Second World War. Over a period of 21 years from their introduction, the 539s were installed in more than 3900 locomotives built for customers in North America and found applications in Navy minesweepers and tugs, stationary power plants and offshore oil drilling rigs. In their moments of glory the 539s powered the *Super Chief* and the *Merchants Limited*; in their routine day-to-day jobs they switched freight cars in yards throughout the United States, Canada and Mexico, and in near total obscurity they hauled tonnage in the desolate wastes of Saudi Arabia and Iran.

While they may not often have achieved the notoriety afforded Electro-Motive 567s in streamliners or Fairbanks Morse OPs in naval service, the 539s established an enviable record for long-term durability and earned the respect of railroad operating people in the innumerable corners of the world where they were used. Over 150 military RSD1s were produced for overseas use, mostly in the Middle East, Europe and Russia. The Russians even liked the capitalist engine so much that they "borrowed" the design and are still producing copys of it.

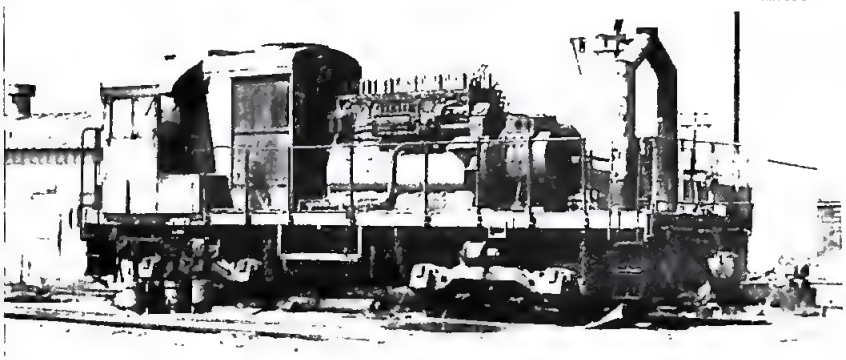
The Alco 539 was developed from the McIntosh & Seymour Model 531, the engine which powered Alco's early HH600 switching locomotives. It was a highly advanced engine at the time of its introduction and featured the most up to date engineering and metallurgy available when it was designed. McIntosh & Seymour was an established engine builder and in the early 1930s was producing three separate series of diesel engines having cylinder bore sizes of 5½, 9½ and 12½ inches respectively. In the model nomenclature used by M&S (and later by Alco after M&S became the Diesel Engine Division of the American Locomotive Company in the late 1940s) the "5" was a series designation for all engine models using the combination of cylinder bore size of 12½ inches and a piston stroke of 13

PHOTOGRAPHY JIM BOYD, EXCEPT AS NOTED



ARTWORK SCOTT LENGLE

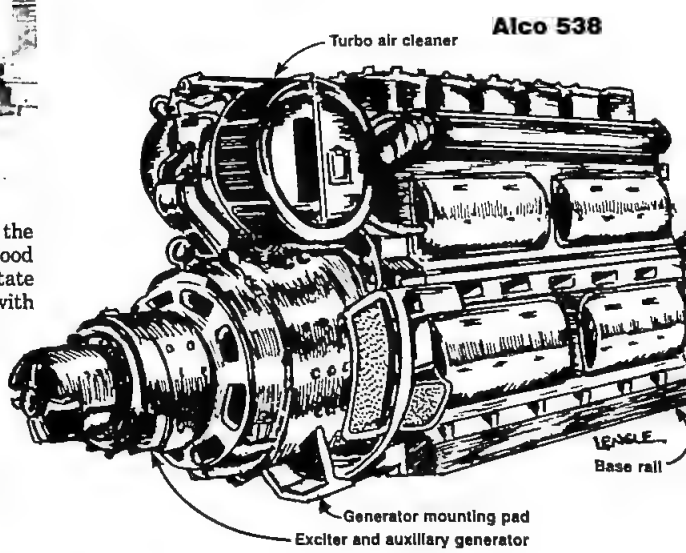
WIN CUISINIER



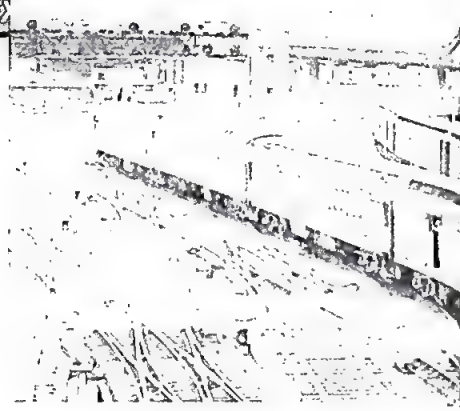
THE ALCO 539 was essentially the 538 engine modified to mount between the frame of a locomotive, instead of on top of it. The 538 was used in high hood switchers like KCS HH1000 1121 and Terminal Railway of Alabama State Docks 371, which with its hood removed shows the "backwards" layout with radiator in rear and generator in front. The 539 permitted Alco to build its S1-S4 line of switchers like GB&W S2 201.

BILL G. SHARP

inches. The "31" was the year that the engine design project progressed to actual construction of a prototype. The 531, developed as a six-cylinder engine, featured a heavily constructed one-piece cast base which supported the crankshaft with seven main bearings and a separate cast cylinder block structure which was bored to mount the



six cylinder liners. The liners were of sleeve-type construction and were gasketed to seat into the "wet" cylinder block which provided a reservoir and conducting channel for the cooling water. Cylinder heads were individual precision machined castings, each containing four valves (two intake, two exhaust). The construction of the engine was quite heavy, with cylinder heads weighing in at 500 lbs. each, piston and connecting rod assemblies at 350 lbs. each, and cylinder liners a mere 200 lbs. apiece. A single intake manifold ran



ROBERT MALINOSKI

down the right side of the engine (using the conventional nomenclature where the generator end of the engine is the rear). A single exhaust manifold was positioned on the left side of the engine in its early naturally-aspriated form. When the engines were eventually turbocharged using Buchi turbos, increasing the horsepower rating to 900 and consequently creating the HH900 switcher model, the turbocharger was mounted over the generator and a double exhaust manifold, one over the other, was installed to decrease the flow restriction to exhaust gas going into the turbo. The intake manifold remained a single pipe, but the diameter was increased on the turbocharged engines.

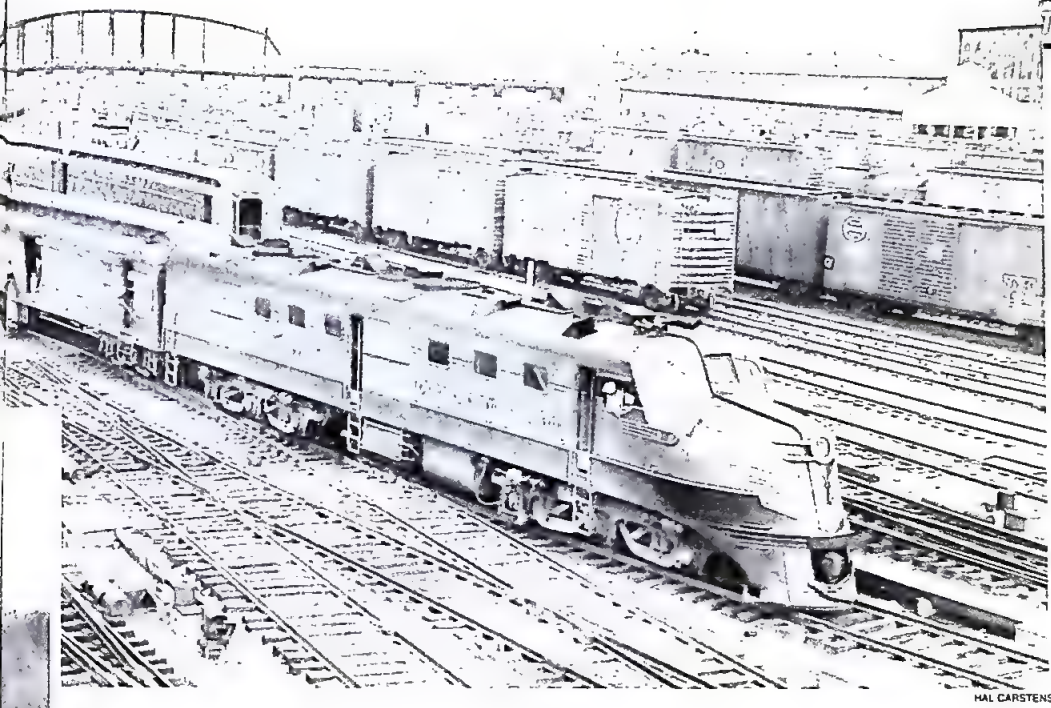
The selected 700-r.p.m. rated operating speed of the 531 was quite high for an engine of its physical size at the time it was introduced. As experience with the engine was obtained through several years of application to high hood switchers it became apparent that some improvements could be made, principally in the camshaft drive gear train, valve operating gear and reciprocating components, which would be of particular value on the higher power output turbocharged engines. This general redesign and upgrading resulted in the Model 538 engine, which was applied to the HH660 switchers in its normally aspirated version and to HH1000 switchers in its turbocharged configuration. The engine was also used in the first twin-engined passenger prototype, the DL103b, the sole example of which was sold to the Rock Island as their 624.

Information uncovered while researching the passenger units revealed that such standard references as the *Diesel Spotter's Guide* (all versions) and the July/August 1972 issue of *Extra 2200 South* (containing the feature on Alco's high hood switchers) are incorrect in crediting *any* high hood Alcos as having 539 engines. The HH600 and HH900 had 531 engines, while the HH660 and HH1000 had the 538. This is understandable when you realize that Alco was not using any model or engine designations at that time.

The development of the Model 539 prime mover was made necessary by the features of the competitor's locomotives. EMC had entered the switching locomotive business working with the Winton 201A engine and General Electric transmission equipment. The Winton engine was the beginning of a new generation of railroad diesels which, with relatively small cylinder sizes and light weight construction, could generate the same power output as their competitors' from a much smaller engine package. The low profile of the Winton engines allowed EMC to use a relatively low hood on their locomotives, with a substantial increase in cab window area and better forward visibility than the Alco high hood switcher design. The crankcase of the 538 was redesigned so that instead of the lower portion of the crankcase forming both the mounting rail and the oil sump of the engine, the mounting rail was moved up substantially, the access covers were narrowed, and an oil pan was incorporated which could fit between the longitudinal frame girders in a locomotive, creating the Model 539 engine. The use of engine model numbers in publications and parts books was still many years in the future, however, and most Alco employees knew the Model 539 as the "low profile" engine. Its introduction made possible a redesign of the switching locomotive carbody to create the S1 660-h.p. switcher, the S2 1000-h.p. switcher, and eventually the RS1 1000-h.p. roadswitcher.

The application of the Model 539 engine to the DL105, DL107, DL109 and DL110 twin-engined streamlined passenger locomotives turned out to be an unusual case of reverse engine development. In these particular locomotives there was a distinct disadvantage to having part of the engine extend below the level of the engine room floor. The structural members under the floor had already been kept as small as possible since space was badly needed for battery storage, fuel tanks and air reservoirs. The available space between the long-wheelbase A1A trucks was quite limited, and all of it had to be used to best advantage. Consequently it was necessary to raise the prime mover by mounting it on a welded sub-base which effectively restored the height which had been eliminated in the redesign of the Model 538 to the Model 539! The generator was also supported with a set of short stubby feet to make up the height difference.

It turned out that the 539 was one of the last diesel engines produced for railroad use to apply the technology based on moderate operating speeds and rather large cylinder sizes which were adapted from practices of the time in stationary power generating and marine propulsion. In such applications, the selection of engine size was influenced by the desirability of direct drive power transmission and restricted by the limited r.p.m. capability afforded by the fuel injection equipment available in the early 1930s. The selection of 700 r.p.m. as rated operating speed for the predecessor M&S Model 531 engine, and 740 r.p.m. as rated operating speed for the Model 538 and Model 539, were deliberate choices for adaptability of the engines to applications other than locomotive prime movers. A common operating speed for commercial power generating at 60-Hz frequency was 720 r.p.m. due to the configuration of alternators then in use. Use of the Alco en-



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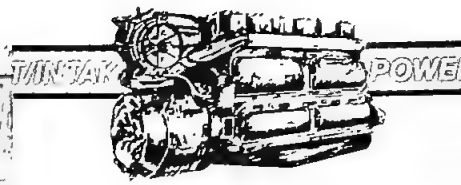
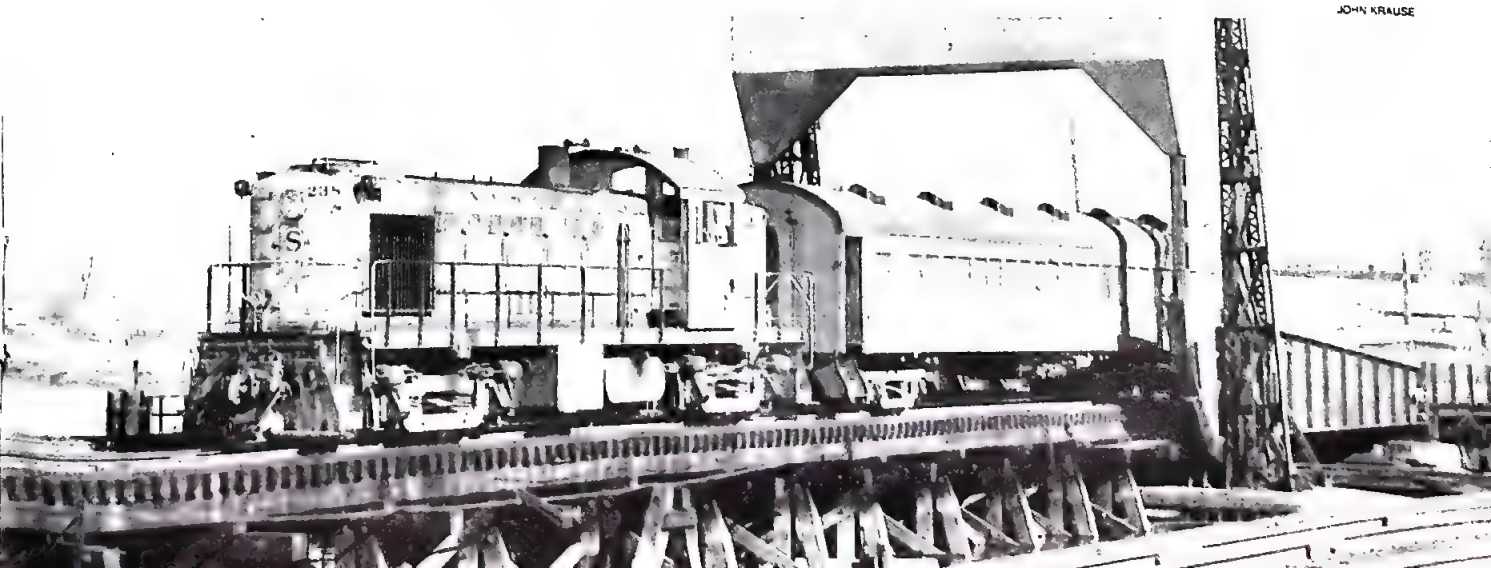


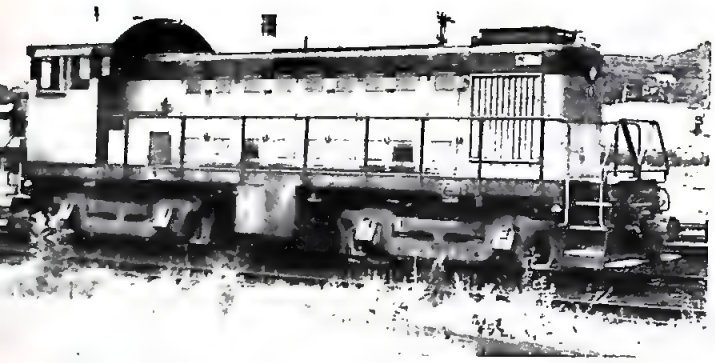
THE 539s made their mark in passenger service inside Alco's line of Otto Kuhler-styled twin-engine streamliners like GM&O DL105 271, shown backing into St. Louis Union Station with the *Rebel* on August 2, 1949, and Rock Island DL107 623 on No. 509, the *Texas Rocket*, at Muncie, Kan., on October 8, 1946. Additionally, many RS1s were equipped with boilers and used in road or commuter service, like NYS&W 238 (below) at Little Ferry, N.J., in 1961, or used to switch such major passenger terminals as Chicago's Dearborn Station and Washington Union Terminal.

gines in power generating applications therefore resulted in virtually no change in horsepower rating. Despite this adaptability, the relatively large size and weight of components used in these engines presented some problems when work had to be performed at locations not fully set up to lift from overhead, and the considerable weight of the engine itself presented some potential problems in a market which was rapidly changing with the advance of technology.

General Motors research provided the competition which would necessitate a dramatic change in Alco's approach to designing diesel engines. In rapid succession just before the Second World War, three GM divisions each introduced a two-stroke cycle diesel which would revolutionize its field of application. The Cleveland Diesel Engine Division (the former Winton Engine Company) brought out the Model 248 engine for military service. Designed around the power requirements of Navy fleet submarines, it featured a previously unobtainable power output from a compact and lightweight package. The 248 and its improved relatives the 278 and 278A powered nearly half of the diesel-powered vessels built for the Navy during World War Two and dominated the marine diesel market for many years afterwards. Meanwhile, the Detroit Diesel Engine Division introduced the 71 series inline engines which would become common in the truck, bus and light industrial engine market. And Electro-Motive introduced the 567, which would dramatically change the rail diesel market and consequently completely alter Alco's approach to diesels. The 12-567 could nearly equal the output of the turbocharged six-cylinder 538 and 539 in a lighter package with engine parts which were easier to service or replace due to their smaller and lighter construction. In contrast to the 500-lb. cylinder heads on the Alco engines, those on an EMC 567 weighed about 150 lbs. The entire cylinder assembly with liner, head, piston and connecting rod on the EMC engine weighed about the same as the Alco piston and connecting rod alone. The 16-567 had a 350 horsepower advantage over the turbocharged six-cylinder 538 and 539 in single-engined applications. To make matters still worse, Fairbanks-Morse

JOHN KRAUSE

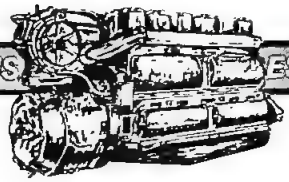




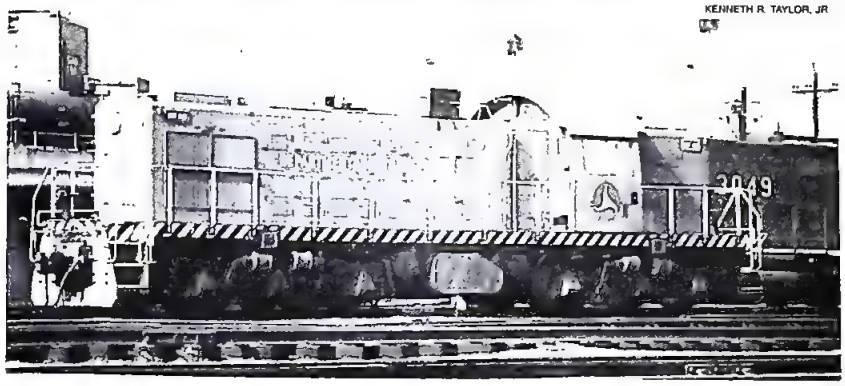
had developed the 38D8$^{1}/_{8}$ opposed piston engine (in a variety of sizes from three to ten cylinders) in response to Navy submarine contract requirements. The FM engine had earned a good reputation in military applications and had the potential to be a strong competitor for postwar locomotive business. If Alco were to remain competitive, they clearly had to come up with a prime mover which could compete with the EMC and FM engines on both a weight and horsepower basis. The economics of the situation were immediately apparent to Alco management, and they had a research program underway by 1940 which resulted in a new high-speed, lightweight engine design, the Model 241, the first of several "2" series engine designs which would all have a cylinder bore of 9 inches and a piston stroke of 10$^{1}/_{2}$ inches. Unfortunately the new engine encountered delays due both to technical problems and the intervention of the Second World War. This eventually sidetracked the 241, which was being worked on by the former M&S plant in Auburn, N.Y., and eventually resulted in its replacement by a competing design project, the Model 244 which had been started as a contingency measure at Alco's Schenectady, N.Y., locomotive plant around 1943. While three of the twelve-cylinder Model 241 engines were eventually completed to power the "Black Maria" demonstrator locomotive set, a crankshaft failure on the engine in one cab unit of the set and a main generator failure on the other cab unit resulted in their retirement after a relatively short time in service. The problems with the Black Maria demonstrator actually had no effect on Alco's direction, because the decision to use the Model 244 in the postwar road locomotives had already been made.

While waiting for the engine development programs to progress, Alco had to make the best of a difficult situation and run with the engine they had available. They bravely pointed out in their advertising that the 539 engine "benefits from a recognition of the fact that there is no advantage in reducing the weight of a locomotive engine to such an extent that ballast must be added to the locomotive to provide adhesion".

The shortcomings of this argument should be fairly obvious. Metal in any form costs money, but weight in the form of large engine components which are precision machined is vastly more expensive than steel plate (or redi-mix concrete in the case of Fairbanks-Morse) used by Alco's competitors as locomotive ballast. In addition, an inordinately heavy prime mover can make other compromises necessary in the design of the trucks and underframe,



KENNETH R. TAYLOR, JR



DURING WORLD WAR II existing RS1s were "drafted" into military service and modified for use overseas, while others were built for the Army. Department of Transportation 013 (above) was built in 1942 for duty in Iran as U.S. Army 8011. It came home and became A&StAB 902 and then Alaska R.R. 1034 before going to the Pueblo, Colo., test facility; donated to the Smithsonian, she is shown at Conrail's Conway Yard en route to Strasburg, Pa., for overhaul. The 013 shows the military profile cab and C-C trucks on what is essentially an RS1. At left, the four classic Alco switchers are represented by: Morehead & North Fork S1 15 at Morehead, Ky., in 1968; Richmond, Fredericksburg & Potomac S2 52 at Richmond in 1968; Davenport, Rock Island & North Western S3 6 at Savanna, Ill., in 1973; and Terminal Ry. Alabama State Docks S4 571 at Mobile in 1968.

which in turn add more weight and cost more money. In an application where the locomotive does not need to be heavy, this can put the manufacturer at a distinct price disadvantage. Nowhere was this more evident than in the DL100 series streamliners with their twin engines, which were usually more than 25,000 lbs. heavier than the competitions locomotive designs. One major target of the Model 241 engine development program was a 2000-horsepower V16 which would allow Alco to penetrate the passenger locomotive market with a smaller and less costly single-engined locomotive. The concept which would eventually lead to the 2000-h.p. Model 244 engine for the Alco PA1 was actually defined as early as 1940.

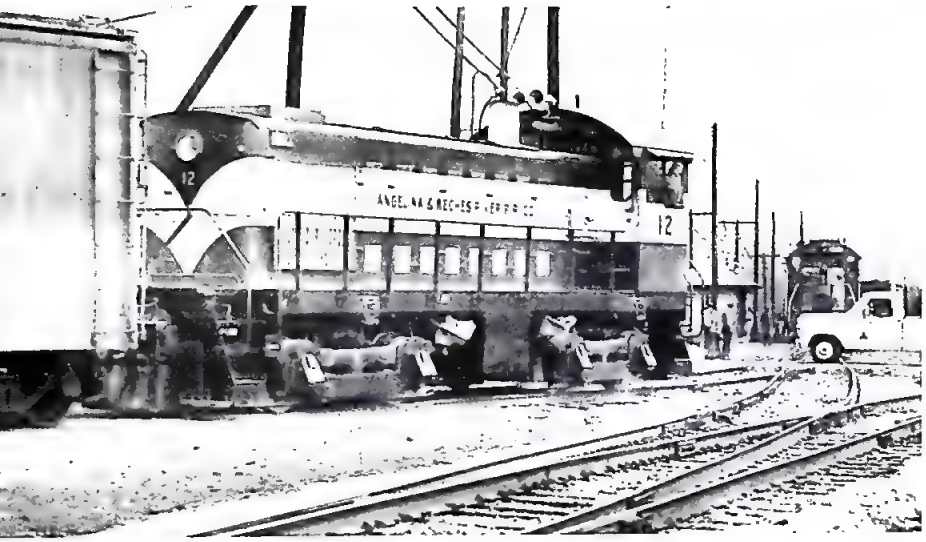
Alco did have available another engine capable of horsepower ratings nearly equal to the EMC 16-567, but it was never applied to locomotive service. An eight-cylinder version of the Model 531 had been developed as an early way of providing an engine with increased horsepower capability, but the engine was extremely heavy. As was the case with the six-cylinder engines, it eventually was turbocharged to increase its power output. The turbocharged eight-cylinder 531s and 538s were seen in Alco advertising on occasion, usually powering the machinery at a phosphate mine in some obscure corner of Africa or a copper mine in South America. They never made it into a locomotive, probably due to the combined problem of the engine weight and the stresses such a large cast engine would encounter with the twisting and bouncing of a locomotive underframe. The eight-cylinder crankcase was apparently not redesigned into the Model 539 configuration because there was no particular need for a low profile in the applications in which the engines were used. Their existence went unnoticed by many railroad historians who tend to view Alco only as a builder of locomotives.

Meanwhile, the six-cylinder 539s, despite the limitations imposed by their weight and the inability to increase their horsepower ratings, went on in defiance of the rapid technology advances which threatened to make them obsolete and became one of the most successful diesel prime movers of all time. The versatility of the locomotive designs in which they were used, such as the RS1 and the S-series switchers, contributed to the 539's popularity, but the ability of the engine to perform dependably without excessive attention built up a reputation which helped sell locomotives. While the 539 may not have been the most powerful prime mover available, it got the job done ade-

JOHN KRAUSE

WENDELL LEMON

WITH CARBODIES SHUDDERING to the thrashing of their pistons and every door rattling and flapping in the breeze, a herd of NYS&W RS1s ramble through the rural New Jersey countryside in 1960 in a classic display of 539s in road service. Canadian National 1706, at South Devon, N.B., in 1972, is a Canadian-only RSC13 on A1A trucks; additionally, there were several 539 switcher models unique to Canada.



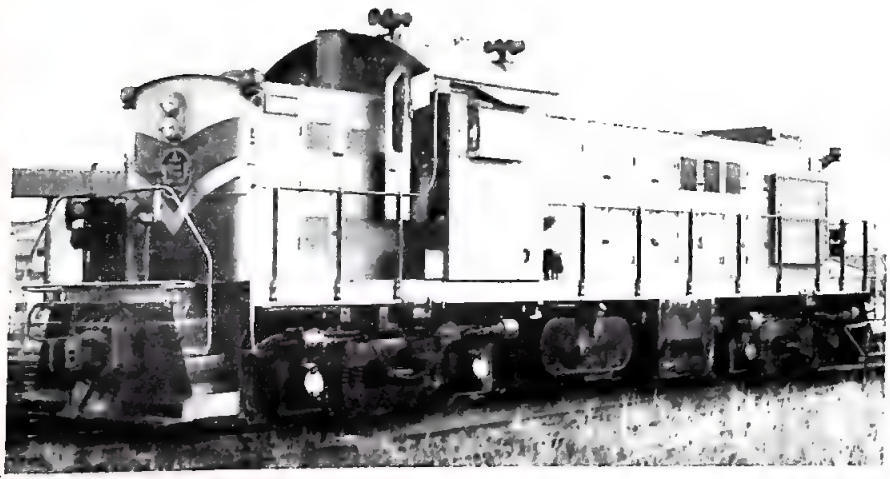
BUILT IN 1958, Angelina & Neches River 12 was one of the last few S4s built for a U.S. road; it's shown delivering to the SP in Lufkin, Texas, in 1971. In 1957 Alco built GTW 1951, the last RS1 for a U.S. road. Both show an overhanging lip on the ends of their hoods.

quately. The advantages it sacrificed in fuel efficiency to its newer counterparts were balanced by its dependability and low maintenance costs.

In 1957 Alco built the last two RS1s for U.S. service, Grand Trunk Western 1950 and 1951. In late 1958 and early 1959 it delivered a handful of S4 switchers to steel mill roads in the U.S. and Mexico along with one each to the Angelina & Neches River and Genesee & Wyoming, concluding production on 539-powered switchers. In March 1960 a final order of RS1s was delivered to the National Railways of Mexico, which were destined to be the last new locomotives built with 539 engines.

The production of the Model 539 had spanned 21 years. The veteran inline six-cylinder engines powered locomotives which provided Alco with its largest and most successful penetration of the market. They were still being built after the Model 244—which was originally intented to make thein obsolete—had gone out of production (1956), and they even intruded into the production era of the turbocharged six-cylinder 251 (S5 switchers, 1954) which had been intended as their replacement.

The 539 is still a "supportable" engine in today's environment, with replacement parts readily available from Alco Engines, Inc., and other suppliers. 539-powered locomotives populate short line rosters from coast to coast, although they have virtually disappeared from major trunk-line railroads. The last chapter in their story is yet to be written.

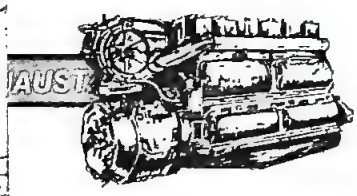


The Last One?

by Win Cuisinier

The original title for this was to be "The last one on a Class 1?", but the definitions cause trouble. A railroad must generate $50 million per year in gross revenue to qualify under ICC regulations as a Class 1. The Maine Central does not, and the Portland Terminal certainly does not. Even under the Guilford organization, which includes the

PHOTOGRAPHY SANDY BURTON



Portland Terminal S3 1101 seems to be the last 539-powered Alco working on a major U.S. trunk line railroad in the service of her original owner.

EN ROUTE to the GT, 1101 heads east on Portland's Commercial Street on September 29, 1983.

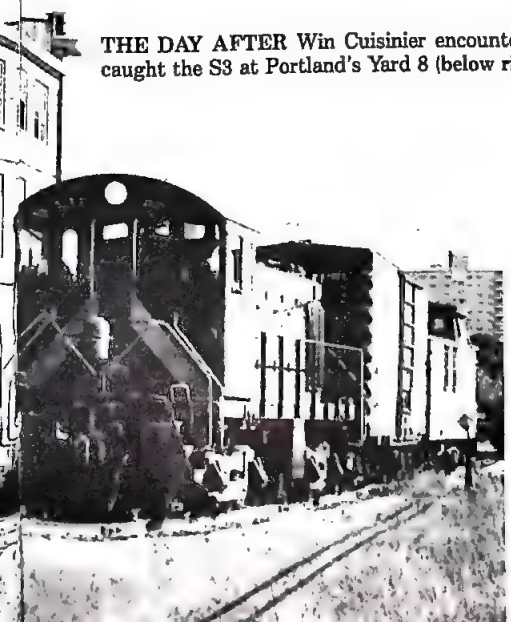
Class 1 Boston & Maine, the MEC and PT are separate companies and do not qualify.

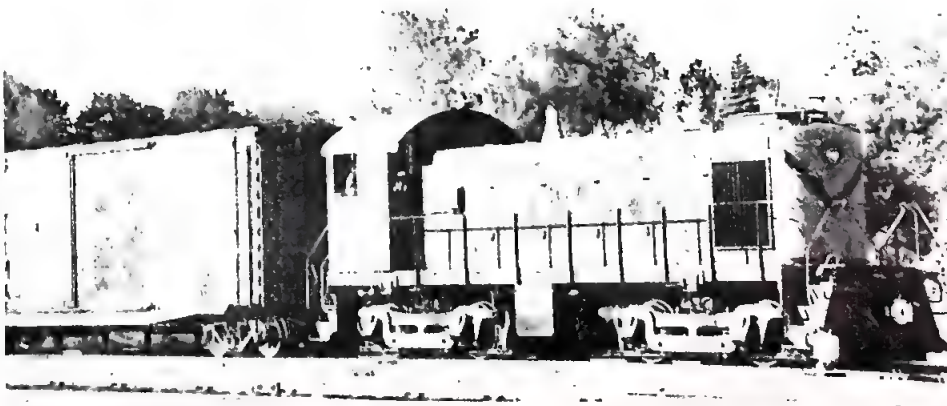
But in spirit and heritage, the Maine Central is a Class 1 railroad, and the revival of a 539-powered Alco switcher in its service in 1983 qualifies the locomotive as one of distinction. On September 28, 1983, the Alco 539 engine is obsolete and nearly forgotten on the major railroads of North America. But this is a fact apparently not recognized by Portland Terminal S3 1101, as she performs the same routine tasks which have been her duty for much of her life, handling the local switching in the industrial districts along the waterfront of Portland, Maine. All the other Alco switchers in the once-extensive fleet of the PT and parent Maine Central have been stored or sold off to short lines. With the Canadian Pacific engines which used to inhabit Brownville Junction now stored, you'll have difficulty finding another Alco switcher running on common carrier rails in Maine this day—or for that matter, on any Class 1 railroad in the United States.

So 3900 locomotives and 43 years after the 539 engine first took to American railroads, Portland Terminal 1101, a locomotive which has lived in relative obscurity for so long, is something of a celebrity. While a sizeable number of 539s survive on short lines and in industrial service, the S3 working the Portland waterfront is one of the few originally purchased by a major railroad which is still at work for that same owner. The 1101 is an operating museum piece, a type of locomotive which once was so common but is now becoming increasingly rare, a small piece of railroad history to be honored with liberal expenditures of slide and movie film.

Late in the day, my activity attracts the attention of a worker as the locomotive switches around a local industry. He asks, "Is there something special 'bout that thing?" Packing the cameras into the car on my way to a lobster dinner I reply, "Ayuh, the last one of those left runnin' 'round heyah."

THE DAY AFTER Win Cuisinier encountered the 1101 (cover), his friend Sandy Burton caught the S3 at Portland's Yard 8 (below right) and returning from the GT yard (left).





The Tuscola & Saginaw Bay

by Bob Wise

This Michigan short line serves its customers with personal service and creative marketing.

PHOTOGRAPHY BOB WISE, EXCEPT AS NOTED

Spring has arrived in Michigan. In the agricultural lands of the Thumb, the tractors are out in force, tilling the soil for new crops of corn, wheat and beans. While driving on Route 46 east of Saginaw, you suddenly realize you have been unknowingly pacing a short train far out across the fields. At first, the train is so far away that it is hardly noticeable against the flat horizon, but it gradually grows larger as the tracks come closer to the highway. Far down the road, a crossing flasher blinks into action. At the same time, a melodious horn emits a stern warning. Satisfied that all highway traffic has stopped, the engineer pulls out the throttle, and the engine emits a belch of black smoke in response. Note the cars that follow: a trio of tanks, a flat loaded with farm machinery and two boxcars. Bringing up the rear are four big covered hoppers boldly advertising the Tuscola & Saginaw Bay Railway as their owner. The crossing clears and traffic starts moving again, but you continue to look out across the farmland at the train until it finally blends into the horizon and is lost to sight. While the fields are still full of farming activity, you remain intrigued by the short train and would like to know more about the Tuscola & Saginaw Bay Railway Company.

Some history

The original T&SB system operated 54 miles of trackage through its three namesake counties in eastern-central Michigan. Since commencing operations in the fall of 1977, this short line has been expanding its services to online grain elevators and other industries. A century ago, when the railroad was originally built, the idea was to help develop and serve the lumber industry.

In 1883, the Detroit & Bay City Railroad was incorporated as a subsidiary of the Vanderbilt-controlled Michigan Central Railroad for the purpose of obtaining a share of the heavy lumber traffic moving to the Lake Huron port of Bay City from northern and central Michigan. Upon completion, the D&BC, was absorbed by the Michigan Central. The MC kept putting down track to the north of Bay City until the line was completed to Mackinaw City and the carferry connections from Michigan's Upper Peninsula. The entire line prospered for many years from both the local lumber traffic and the overhead bridge traffic moving from Mackinaw City and through Bay City to Detroit and points south. The MC was leased by the New York Central at the turn of the century, though it maintained a degree of autonomy as a division of the parent road until the Penn Central merger. As the forests to the south and east of Bay City were depleted, agriculture replaced lumber as

THE RUTLAND would never recognize its former 402, as the chop-nosed RS1 works Vassar on December 23, 1981. This unit threw a rod and is presently out of service.

the prime industry between Bay City and Detroit.

A considerable amount of local passenger traffic was handled in the early years, and during the summer extra trains of vacationers rode from Detroit north to the Mackinaw City resorts. Traffic peaked at five passenger and seven freight trains in each direction during the 1920s, then declined as the highways were improved and the Depression tightened its grip on the economy. World War II provided a break in the downturn, but after 1945 traffic began dropping away again. The last run of any passenger train was the *Beeliner* (Budd RDC) in March 1964. With passenger traffic gone and bridge traffic from Mackinaw City down, local agricultural interests remained the only steady customers of the New York Central on the line below Bay City.

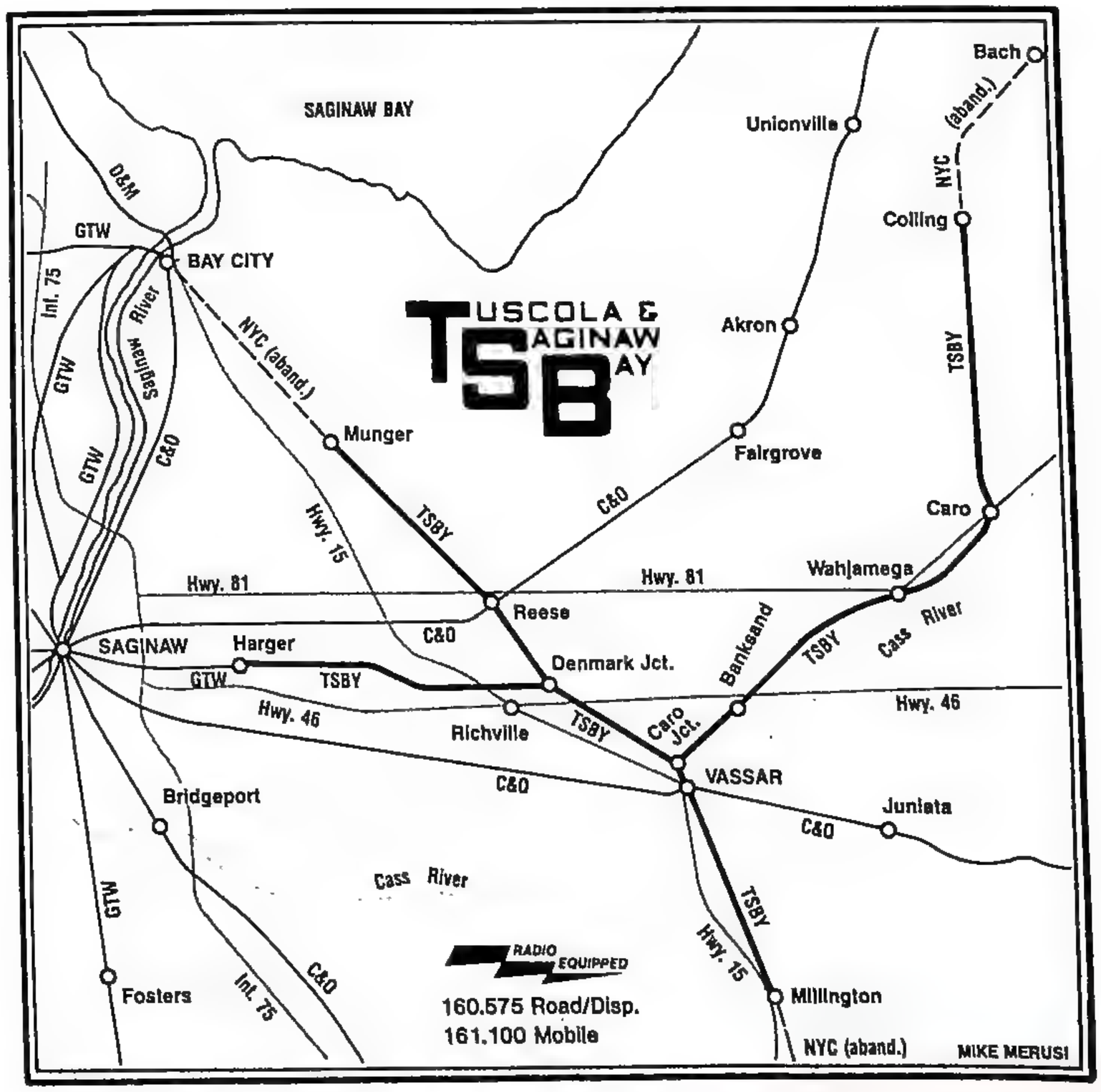
The Penn Central merger of 1968 did nothing to improve the sagging health of the line, and service began to deteriorate badly. After the Penn Central bankruptcy in 1970, the line continued to limp along on what agricultural and other freight traffic there was to be had. When it became clear that PC, along with other Northeastern carriers, would not be able to come out of bankruptcy on their own, the United States Railway Administration was created by Congress to oversee the transition of the bankrupts into one unified—and hopefully viable—rail system that would be free of the money-losing branch lines of the predecessor railroads. It soon became obvious that the PC trackage from Bay City to Detroit was in danger of being completely eliminated from use by any future carrier. What agricultural and light industrial traffic remained was not considered substantial enough to warrant the continued existence of the railroad.

On April 1, 1976, the USRA transferred the ownership and operation of most of the remaining viable PC trackage in the vicinity of Bay City to the Grand Trunk Western or the Detroit & Mackinac. The GTW was also offered 21 miles of track from Munger through Vassar and into Millington, a 22-mile branch from Vassar to Colling and a nine-mile branch from Harger (near Saginaw) to a connection with the Munger-Vassar line at Denmark Junction (north of Vassar). While the USRA felt these lines had some economic potential if operated by a solvent rail carrier, the GTW refused the offer because they were anticipating financial losses if they took over.

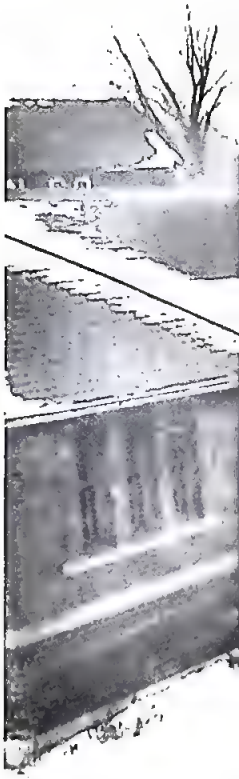
A new railroad

Noting the early success the Hillsdale County Railroad was having in southern Michigan at maintaining local rail service in the post-Conrail world, several industries and grain elevators on the affected lines assembled in the fall of 1976 and organized the Tuscola & Saginaw Bay Railway Company. The businesses which organized T&SB (reporting marks TSBY) put up the necessary cash to purchase stock in the new company which would be operated by its shipper-owners on trackage leased from the Penn Central estate. The Michigan State Transportation Commission agreed to subsidize anticipated losses to assure the funds required for regular and reliable service.

The new owners originally planned to have the T&SB in operation by the fall



THREE NYC PHOTOS ERNEST L. NOVAK, BOB WISE COLLECTION



CARO JUNCTION, just outside of Vassar, finds NYC F7s 1836 and 1722 on northbound TB-10 about to climb the hill out of the Cass River valley on October 10, 1956, while the 1744 holds in the clear on the Caro Branch. In a similar situation on July 1, 1958, two Geeps on the branch watch a Geep and rare FM Erie-built booster on TB-10.

THE VASSAR DEPOT saw F3 1875 leading a pair of Geeps south on BD-2 on January 10, 1959—the engineer was waving grandly to the photographer atop the first car of northbound TB-10 in the siding. T&SB RS1 2394 was idling in front of the depot in 1978.

of 1976, in time for the grain harvests, but several transitional hurdles delayed the start-up for a full year. Conrail was retained under subsidy by the State of Michigan as designated operator until the T&SB was ready to take over in its own right. To their credit, Conrail provided a reasonable degree of service during this transitional time before the local owners could start running trains, although maintenance on track, grade crossings, and the interlocking with the Chesapeake & Ohio at Vassar was ignored.

The fate of the seven mile line from Vassar to Millington hung in doubt for a long time because Millington Elevator & Supply Company, the only sizable shipper in Millington, was skeptical of getting involved with the T&SB or any other railroad. Their distaste for rail transportation stemmed from an incident in the early 1970s when they committed themselves to fulfill a contract covering the supply and delivery of approximately 100 cars of edible beans, based on assurances from Penn Central that car supply would be no problem. When it came to ship the beans, the cars were nowhere to be found, and Millington Elevator incurred a substantial loss when trucks were called in to move the beans. Repeated overtures from other shippers—who knew every possible source of traffic must be tapped if the new T&SB was to be a success—finally convinced a dubious Millington Elevator management to try shipping by rail again.

On Saturday, October 1, 1977, the Tuscola & Saginaw Bay Railway officially took over the responsibility for operations from Conrail on the lines from Munger to Vassar and Millington, plus the branch from Vassar to Colling. The line from Denmark Junction to Harger was transferred to the GTW, with Denmark Junction being established as the freight interchange point with the Grand Trunk, thus providing the T&SB with a second railroad connection. On Monday, October 3, after dedication ceremonies at Vassar, the first train for Caro and Colling departed behind leased GTW GP9 4900. The T&SB was a reality at last.

The first years

The new railroad wasted no time in facing the challenges for which it was created. On October 1, the T&SB already had some of its fleet of covered hoppers on line for use by elevators ready to begin shipping corn, beans, wheat and soybeans. The first of the covered hoppers, numbered 3000, was painted golden yellow with the name spelled out to advertise the new railroad. Track maintenance was undertaken as time, weather and finances permitted. The T&SB established headquarters in Vassar and chose the 1890 Michigan Central passenger station there for the main office. Considerable work was required to clean and renovate the depot for use by the new line.

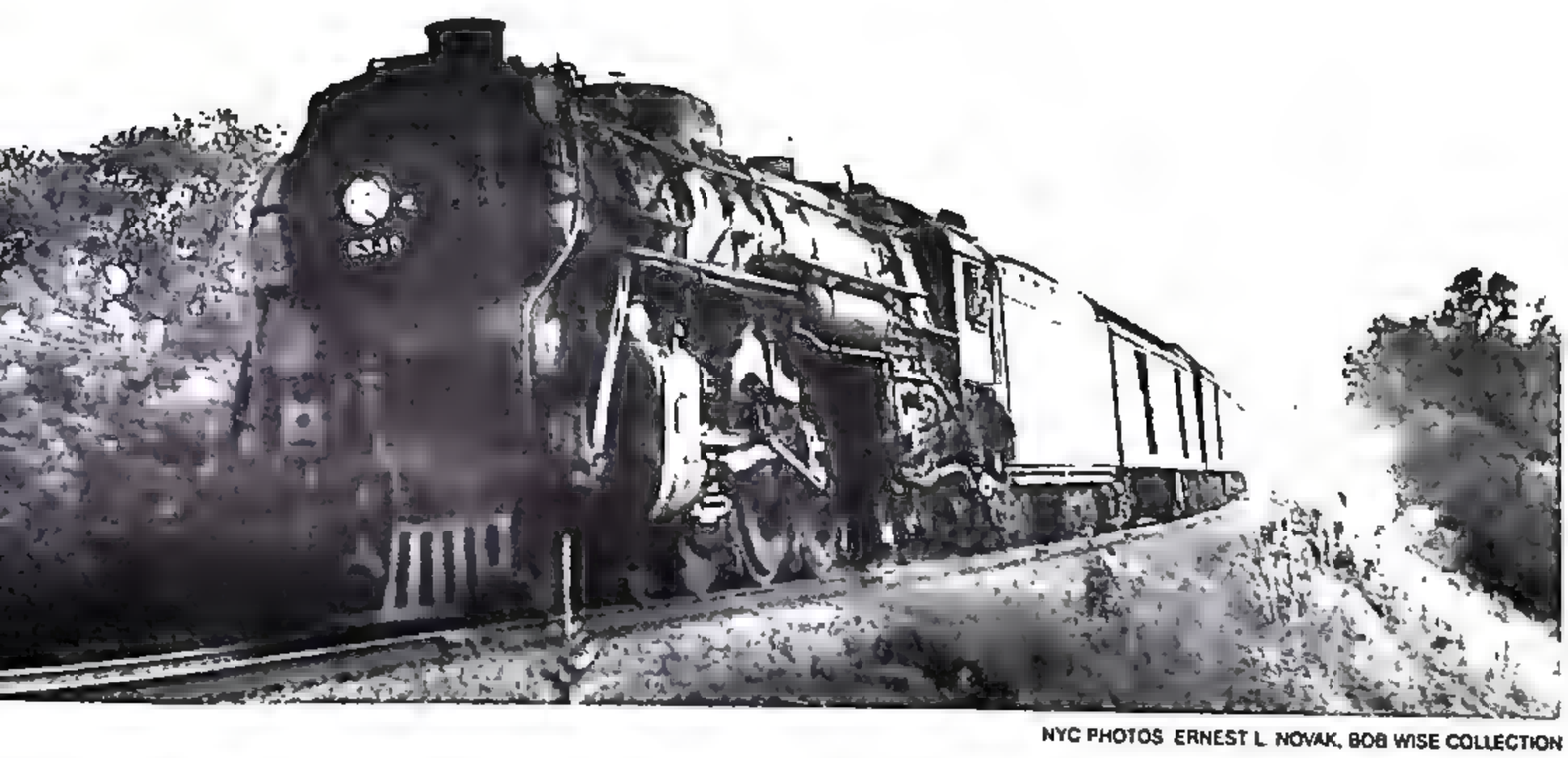
The various GP9s rented from the GTW were used until the engines on order could be delivered. First to arrive on the property in December 1977 was NW2 1977, named *Big Chief.* This EMD switcher, formerly Union Pacific 1034, was rebuilt and upgraded to 1200 horsepower at Rock Island's Silvis shop. It was originally planned that 1977 would arrive in November, but the unit was derailed in the Silvis yards while undergoing tests and sustained enough damage to have its delivery pushed back six weeks. The second engine, Alco RS1 2394, was named *Corkpine Express* and arrived in January 1978. The 2394, originally built in 1951 as Rutland 402, was rebuilt and chop-nosed by Southern Rails Inc. The 1977 was numbered, logically, for the year the T&SB commenced operations, but 2394 has a unique and interesting story behind the selection of its number. A close friend of then Vice President-Operations P.J. DeWolf (now president of the T&SB) was Santa Fe engineer Greg Luiz, and one of Greg's most dreaded assignments was for a yard drill or local with their RS1 2394. DeWolf took advantage of the fact that numerical conflicts on a two-engine roster would be highly unlikely, and "randomly" selected 2394 as the number for the T&SB's RS1 as a tribute to his friend's memories on the ATSF! The engine names were chosen by Tuscola County officials. The 1977 was considered the regular engine, with 2394 acting as a back-up unit.

With a good reception from shippers, the T&SB was able to develop a steady increase in traffic volume. In a very short time the original roster of covered hoppers was inadequate for the amount of available business, and the T&SB began investigating financing for additional cars. When the spring of 1978 arrived and the peak shipping season for the elevators had passed, the line was able to offset this slackening with increased shipments of inbound agricultural chemicals. The biggest customer for the T&SB on an annual basis is the Michigan Sugar Company plant at Caro. Locally grown sugar beets are processed at Michigan Sugar, and the resulting products of molasses, sugar and beet pulp (for cattle feed) are shipped out by rail. The sugar plant also requires a steady supply of coal, and a regular movement of Kentucky bituminous that originates on the L&N helps provide the T&SB with necessary revenues.

When track rehabilitation was completed, the T&SB was able to raise the speed limit on the entire system to 50 miles per hour. The new speed limit allowed trains to safely move over the entire system and provide service to customers on all three lines on the same day. This was a welcome and necessary improvement as business continued to spiral upward.

DOUG LEFFLER

AN RDC3 "BEELINER" was operating as Train 395 from Detroit to Mackinaw City as it paused at Vassar on January 10, 1959, and was photographed from atop freight TB-10. On July 16, 1953, J-3 Hudson 5349 was wheeling downhill at Caro Junction into Vassar with No. 338, *The Northerner,* from Mackinaw City to Detroit. Even the T&SB got into the passenger business with its Grand Opening Excursion (below left) headed for Millington on April 15, 1978 behind ex-UP NW2 1977, named *Big Chief.*



NYC PHOTOS ERNEST L. NOVAK, BOB WISE COLLECTION

In the summer of 1979, the T&SB took delivery of the distinctive group of 50 ACF covered hoppers, painted with the same light yellow and black block style lettering that was used on engine 1977. Another batch of covered hoppers was built by Richmond Tank Car in Houston, Texas, and delivered to the T&SB in 1980. These last 50 cars are painted gray and lack the big lettering of the ACF cars. Rounding out the freight car fleet are an insulated boxcar of Reading ancestry and eleven refrigerator cars that originally belonged to American Refrigerator Transit. The boxcar and reefers were purchased to protect traffic from Dykhouse Pickle Co. of Vassar and can also be used to handle packaged grain products on occasion. Non-revenue equipment includes wooden caboose number 3, formerly a Pere Marquette car and now the personal property of T&SB director Fred Steck—as the T&SB operates with only a two-man crew, there are not many practical occasions for the caboose to be used. Also on hand and used for promotional purposes is open platform business car number 1. The obs was purchased from the GTW, repainted yellow and further modified by having the letters TSB welded on the end railings. Number 1 is used for occasional "shipper's specials" or when the board of directors desires a meeting place with a railroad atmosphere.

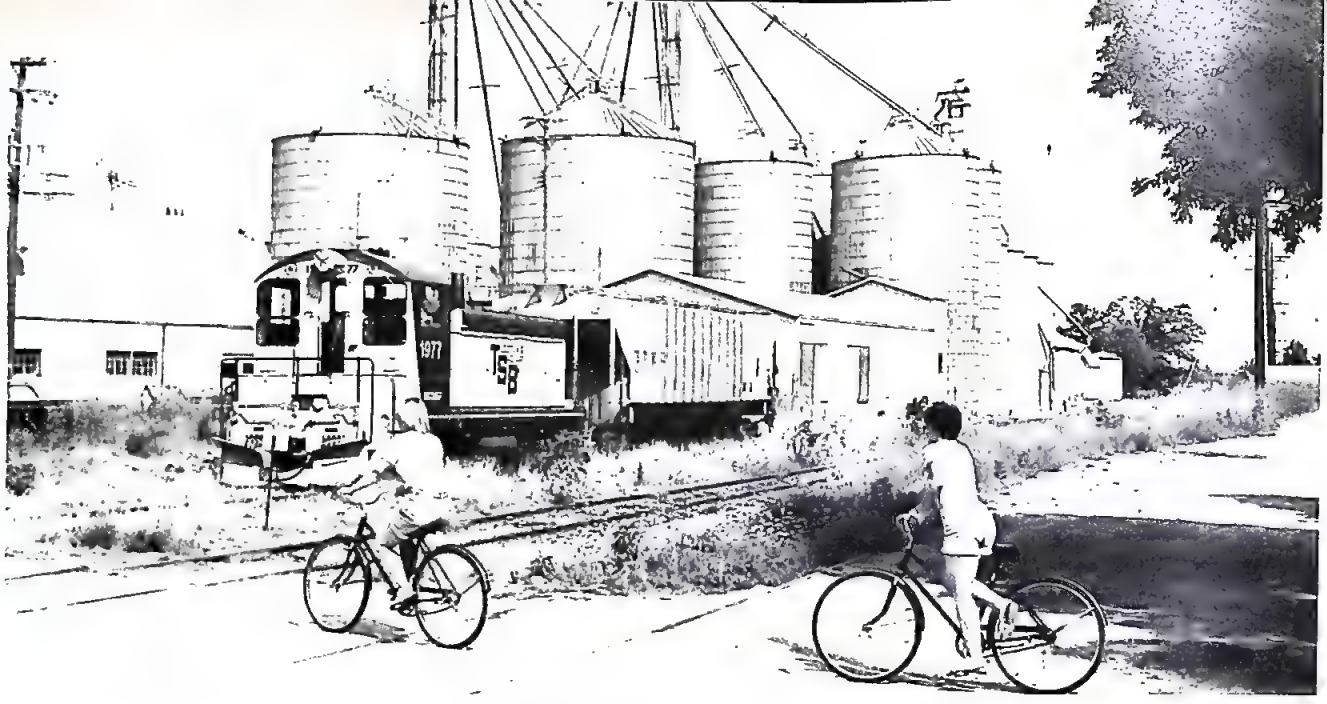
New challenges

The year 1981 offered new challenges for both traffic and survival. The GTW had announced its intent to abandon the line from Harger over to the T&SB interchange at Denmark Junction. The Grand Trunk could no longer justify the expense of running a full crew over nine miles of track to switch a lumber mill and a grain elevator that were within sight of the T&SB! Wishing to retain the advantage of two connecting carriers, and desirous of obtaining additional traffic, the T&SB agreed to take over the lease of the line from the Penn Central estate. On May 4, 1981, the transfer became official, and the GTW interchange was moved from Denmark Junction to Harger. Until a passing siding was constructed at Harger, the only way the trains could move on the branch was to pull in one direction and push in the opposite. For safety purposes, the brakeman rode the lead car on the back-up move to radio the engineer when grade crossings were clear. Nine miles is a long distance for a brakeman to ride the "hobo corner" of a covered hopper, so caboose 3 saw regular service as a lookout car.

With the economy softening and traffic down somewhat, it was decided that having two engines on line at all times was a luxury. The 1977 was leased to the Kent-Barry-Eaton Connecting Railway in Dutton, Michigan, replacing their original Alco S1 switcher number 6, which had been retired in need of heavy repair. The 2394 then became the only engine on the T&SB. On the few occasions that 2394 was unavailable for service, an engine would be rented on a daily basis from the C&O or the GTW.

New traffic was developed in 1981 as various petrochemical firms began exploiting previously abandoned oil and gas pockets located in Otter Lake, five miles south of the present end of track at Millington. The increase in oil prices had made it economically feasible for this marginal oilfield to be put back in production. Unfortunately, the Penn Central estate had torn up the former NYC trackage south of Millington in 1980, and direct rail shipments were now out of the question. The T&SB's answer was the Banksand team track. Located three miles north of Vassar on the Colling Branch, Banksand offered tank trucks driving from Otter Lake the ability to transfer their loads to railroad tank car for more economical shipment by rail. Negotiations are in progress to have the track from Millington to Otter Lake replaced so that direct rail service may be provided once again.

The T&SB entered 1982 with mixed prospects for a successful year, considering the possibility of the line extension to Otter Lake and the worsening



KIDS ON BIKES barely notice as NW2 1977 places an empty at the Millington Elevator & Supply in August 1978. The takeover of operations of a portion of the Ann Arbor brought AA GP35 385 to the T&SB in 1983, where it was pulling hoppers (bottom) out of the Reese Farmers Elevator on June 29. Operating over GTW on trackage rights between Pitt and Owosso, GP35 391 passes the classic Durand depot (right) and crosses the GTW Chicago-Port Huron main line on June 30, 1983.

economic picture. In early March, the situation became more complicated when the 2394 threw a rod and was forced out of service. As 1977 was still on lease to the Kent-Barry-Eaton Connecting, a replacement for 2394 had to be located. On March 25, the T&SB purchased Alco RS2 466 from the Detroit & Mackinac Railway for $25,000. The 466 is a historically significant locomotive, being the first RS2 ever built—in his September 1969 *Trains* article on the D&M, diesel authority Jerry Pinkepank even makes a significant case that the 466 shares the distinction along with Columbus & Greenville Baldwin DRS6-4-15 601 and Milwaukee RSC2 490 the honor of being the first true road-switcher (this assumes the Alco RS1 was just a stretched switcher and not designed "from scratch" as a road unit as was the RS2 of October 1946).

The T&SB selected 466 because it was readily available at a reasonable price and was found to be in excellent working condition (this is attributable to the high mechanical standards set and maintained by the D&M). The 466 was pressed into service immediately on receipt and continued working in its D&M garb, minus all lettering.

In May 1982 the T&SB undertook a whole new aspect of customer service when it began operating unit trains for grain products. While the various elevators on the railroad would frequently ship more than one car of grain at a time, they usually moved under single-car rates, which are higher on a per-car basis than multi-car or unit train rates. The rail-served elevators were at a disadvantage to compete with the waterfront elevators located in nearby Saginaw when shipping in multi-car lots, because the barge rates were lower than rail rates. The rail elevators could not provide enough volume to justify establishment of a unit train rate, but the T&SB developed an innovative solution. While the individual elevators could not ship the 65-car minimum required at one time to utilize a lower unit train rate, they could tender enough loads to qualify if they cooperated by shipping at the same time. This unique arrangement was agreed to by all concerned parties, and on May 25, 1982, the C&O delivered 65 empty covered hoppers at Vassar. The 466 and crew left immediately afterward with 15 cars for the Agri-Sales elevator at Colling. After placing the Colling cars, they returned to Vassar and gathered the remaining empties into a 50-ar train destined for Reese Farmers elevator at Reese and Star of the West elevator at Denmark Junction (Richville). The 466 performed its regular work the next day, and on May 27 the crew collected 65 loads of corn from Colling, Reese and Richville. The train was turned back to the C&O at Vassar for Chessie to forward to the Port of Baltimore. Five additional unit trains were operated during the first year the service was offered.

Ann Arbor expansion

On October 1, 1982, the T&SB signed a one year contract with the Michigan State Transportation Commission and began operating 124 miles of the Ann Arbor Railroad. Trackage covered by the contract is the former main line from Osmer (Ann Arbor) to Alma, and the former Penn Central branch from Owosso to Swan Creek, near Saginaw.

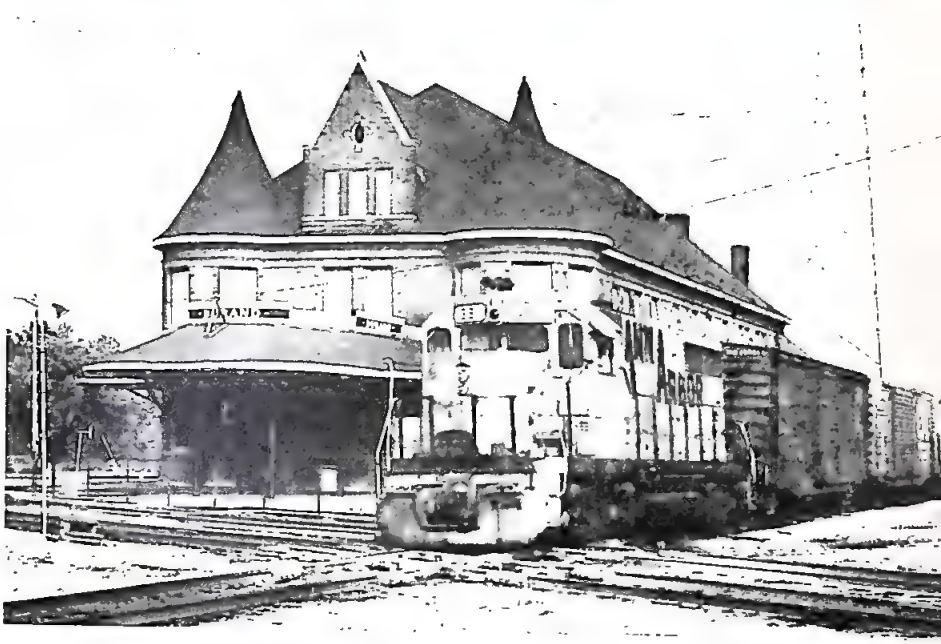
The Michigan Northern operates from Alma north to Frankfort, and the Michigan Interstate retains operations from Osmer south to Toledo. The old Ann Arbor's GP35s, RS1s and S3s are all at Owosso, and the T&SB uses one or two of the GP35s to handle the activity on these lines. During the spring of 1983, another Ann Arbor GP35 was assigned to the original T&SB line, allowing the 466 to be placed in the Owosso shop for a thorough rebuilding and paint job. To handle increased grain loading on the "new" T&SB, more covered hoppers were leased from Chicago Refrigerator Dispatch and renumbered in the 8700 series.

Two crews are normally called at Owosso, Monday through Friday. The early morning train does interchange work with the GTW at Durand and the Chessie at Annpere, then travels further south to switch Hoover Universal's plant at Whitmore Lake and interchange with the Ann Arbor (Michigan Interestate) at Osmer. The mid-morning crew relieves the first crew on the return (northbound) trip. Upon arriving at Owosso, the crew then proceeds up the main line to Alma to interchange with the Michigan Northern, or they cover the branch to Swan Creek to work the elevators and other on-line customers. All of the activity on the "Ann Arbor Division" of the T&SB is subject to shipper demand, and schedules are often altered to meet their needs.

The imagination shown in creating multi-shipper unit-train rates and the ability to step in and improve service on lines that larger roads deem marginal, emphasizes the role of short lines in the future, says President DeWolf. While the Class I railroads have the multi-million dollar accounts as shippers, it is the short line that has the ability to regularly contact local customers about improving or expanding service. The T&SB is willing to talk to a shipper about a unit-train rate, but it is also ready to work for the establishment of single car rates on sugar beet by-products destined for Port Huron, only 80 miles away. "We have to solicit new traffic wherever we can," says DeWolf. "The big roads gain and lose traffic all the time, but if the short line obtains a new steady shipper, we could very well be looking at a prosperous future. If a big shipper is dissatisfied with us and turns to trucks, we could find ourselves struggling just to survive."

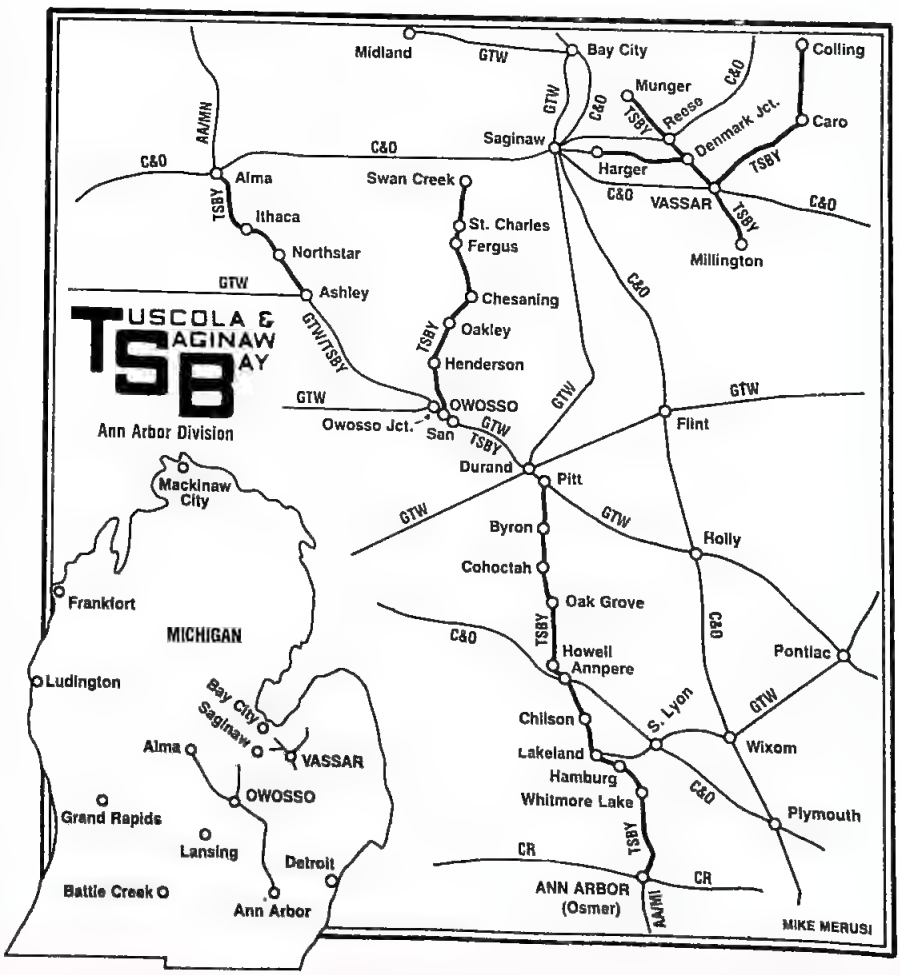
Providing customer service quickly and efficiently, with a willingness to try new ideas to meet customer needs, is what the Tuscola & Saginaw Bay Railway is all about.

The T&SB has even managed to become involved with a steam engine by providing an indoor home for Pere Marquette 2-8-4 1225. The Lima-built Berkshire is being restored to serviceable condition by the Project 1225 group of the Michigan State University Railroad Club and was placed in the Ann Arbor backshop building in Owosso in February 1983. The backshop is separate from the main shop buildings and affords the railroad club with a secure place to work without getting in the way of the T&SB operations.



View from the cab

A few puddles are all that remain of last night's thunderstorm as John Prior and Dave Hopkins walk from the station at Vassar to the engine storage shed on a sunny June 1982 morning. They take turns between running and braking, and this morning Dave turns



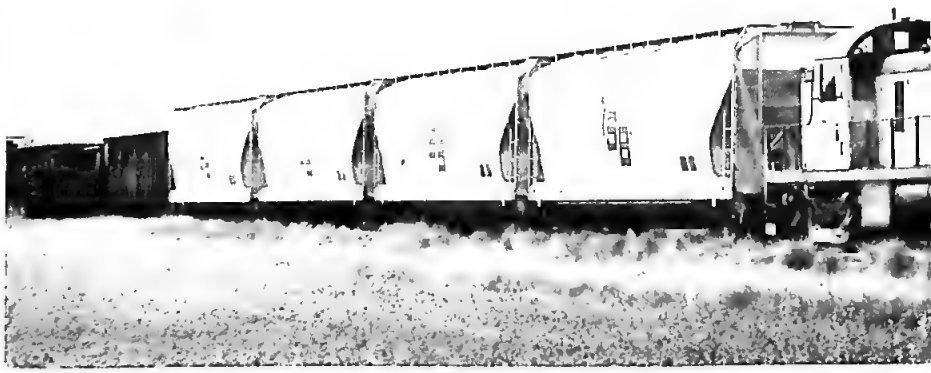
the 466 over while John lines the switches out to the yard. Once in the yard, they quickly put together their train: three loaded coal hoppers and an empty molasses tank car for Michigan Sugar at Caro. They are ready to leave Vassar when the eastbound C&O local rattles over the diamond at the south end of the yard. The local sets out a covered hopper of potash for Sohigro at Caro and two empty T&SB "yellowbellies" that are returning home. A few minutes later the 466 has one more car as it clears Vassar yard for Caro.

The 13 miles to Caro are covered in 30 minutes. The line to Caro runs in and out of the woods, and the train is continuously slowing at grade crossings to be certain no automobiles get in the way. About half way to Caro the train darts out of the woodlands and runs across an open field in a gentle arc known locally as Siberia Curve; unfortunately, no one seems to be able to determine why such an unusual name was applied to the place. Between Vassar and Caro, the railroad cuts diagonally across all the main roads, and only one mile of track at Wahjamega is parallel to Route 81.

On arrival at Michigan Sugar, the coal hoppers are dropped where the plant's trackmobile can maneuver them for final placement, and the molasses tanker is placed nearby. From Michigan Sugar, the 466 drifts over to Sohigro, placing the potash hopper that was on the C&O just an hour ago! An empty covered hopper is pulled from Sohigro and left for the return trip to Vassar, because the 466 is running light to the end of the branch at Colling. North of Caro, the railroad is parallel to Colling Road, and the tracks are easily followed across the open fields. The Agri-Sales elevator at Colling looms into view in the distance, and upon arrival the elevator foreman releases two covered hoppers of corn that are destined for Richford, Vermont (where up until mid-1983 they would have been spotted at their destination by another RS2; unfortunately the U.S.-built Canadian Pacific RS2s have since been replaced by RS18m's). During the ride back to Caro, Dave explains that prior to the unit trains the majority of grain products shipped were destined to points in New York and New England, because Michigan is the nearest growing center for the cattle and poultry feeds required in these Northeastern states. Another large consumer of Michigan grain products is Mexico; during the fall months numerous boxcars of beans are shipped to various points in that country. Once back in Caro, John points out the location where the Detroit, Caro & Sandusky Railway, the Thumb's short line of another era, had an interchange with the New York Central.• The concrete slab of the tower base is all that remains as testimony to the DC&S, which was abandoned in 1953.

In a matter of minutes, the empty hopper from Sohigro is coupled up, and the three-car train clears Caro for the ride back to Vassar. As all three are to be delivered to the C&O, the switching in the Vassar yard is minimal. The 466 runs around its train and the cars are pushed down to the interchange for the next Chessie local to pick up.

After breaking for lunch, the 466's crew collects three more yellowbellies and heads south for Millington. John points out the handicraft of the local beaver population in a particularly swampy woodland; the backwaters from the beaver dams come right up to the ballast. The Millington branch is seven miles of arrow-straight tangent, and the last two miles are parallel to Route 15. The 466 coasts to a stop on a short grade next to Millington Elevator & Supply and leaves the three empties on the main. After pulling out a single yellowbelly of corn billed to Belfast, Maine, the three empties are placed for loading. Because of their anticipated participation in the unit train program, Millington Elevator is arranging to have their siding capacity increased so that ten cars can be loaded at the same time.



Upon arrival in Vassar yard, two more empty hoppers, an empty Grand Trunk flat and the load for Belfast are assembled into a train, and for the third time today the 466 leaves Vassar. After crossing the Cass River, the short train begins its assault on "The Hill." The grade does not come close to being a Sand Patch or a Cajon, but the short climb out of the Cass River Valley is enough to drastically slow a longer train. Once over the crest there is a slight downgrade, and then the terrain flattens out again, allowing the railroad another tangent which runs diagonally across open fields and back road grade crossings to Denmark Junction.

You won't find Denmark Junction on a highway map, because there is no town or post office by that name. Located in a field one-half mile north of Route 46 and one mile east of Richville, the Junction is the point where the trackage divides, with the Saginaw District branching off to the west and the Munger District going to the northwest. The car for Maine and the Grand Trunk flat are left on the wye, and the 466 heads out across more open fields. A few minutes later, the train arrives in Reese and slows to make its crossing of busy Route 81. As John is now engineer, Dave gets off and walks ahead to clear the target signal guarding the diamond where the C&O's Bad Axe Subdivision is crossed. The interchange track with the C&O is still in place but is not in service, as all interchange with Chessie takes place in Vassar. The 466 crosses the diamond and places the two empties at the Reese Farmers Elevator. They are about to leave when the radio comes to life; Vassar base advised the crew that Reese Farmers has just phoned in billing instructions on the covered hopper that was placed at the elevator yesterday. The new load, a yellowbelly of oats for Agway in Voorheesville, N.Y., is pulled out, and the one car train heads northwest into Saginaw County. The next stop is the Sohigro facility, where another empty potash hopper is pulled out. Still cutting a diagonal across the fields and highways, the 466 enters Bay County while traversing the last five miles to Munger. After picking up an empty L&N boxcar that had carried in a load of bricks, the 466 runs around the three cars and begins the return journey. The target signal at the C&O diamond in Reese is still clear for the T&SB, so there is no need to stop at the crossing again. Before clearing Reese for the last time, a stop is made at the Reese Farmers South Plant, where a Railbox car loaded with sacks of navy beans for Mexico is picked up. Back at Denmark Junction, the 466 drops the car for New York which has been routed via C&O. The two cars already at the Junction for the Grand Trunk are switched back into the train,

and the 466 heads west for Harger. The train runs right by the Star of the West Elevator at Richville, because none of the four empties placed there has been released as a load. The nine-mile run to Harger is covered in 30 minutes. The Saginaw District runs parallel to Route 46 while crossing open farmland and occasionally running through small clumps of trees.

The interchange at Harger is a passing track located in the fields north of the intersection of Airport Road and Route 46. A small bill box on a pole—one half painted yellow and the other half GTW blue—serves as the "station." The Grand Trunk local has already been at Harger today, and three loaded coal hoppers, four empty yellowbellies and an empty tank car for Banksand are sitting on the passing track. The 466 pulls its five-car train past the interchange and then shoves in against the cars that will be taken back to Vassar. Dave places the waybills for the cars they are leaving in the box and gathers the papers for the eight cars left by the Grand Trunk. After running around to the east end of the passing track, the 466 couples on to its train, pumps up the air and leaves for Denmark Junction. Minimal time is required at Denmark to switch the hopper of oats back into the train, and the 466 returns to Vassar for the last time with four loads and five empties. In Vassar yard, the train is dropped, the car of oats is placed on the C&O interchange, the engine is put away and another day of railroading on the Tuscola & Saginaw Bay is done.

DETROIT & MACKINAC RS2 466 was purchased in March 1982, and in May was photographed returning eastward from the GTW at Harger (left), spotted at Vassar (above) and placing cars at the Reese Farmers Elevator at Reese (below), in D&M gray and maroon.

Even as a new steam locomotive was entering service, new owners were making plans to modernize the oldest cog railway.

Changes on Mt. Washington

by Greg Nazarow

The start of the Mt. Washington Cog Railway's 114th operating season this past spring brought with it a change of ownership for the world's oldest cog line. Mrs. Ellen Teague, widow of long-time owner Col. Arthur C. Teague, had been quietly seeking to divest herself of the property for some time. In early 1983, papers were finally passed after lengthy negotiations, and a group of four North Country businessmen assumed ownership of the line. The purchase price is estimated to have been considerably less than the $3 million originally sought. The new owners are Loxley Ness, Joel Bedore, Wayne Presby and John Rolli. Acting President Rolli, a Littleton attorney, is no newcomer to railroading. He has been involved as attorney and advisor to more than one New Hampshire short line and is intimately acquainted with the management needs of an operating railroad. Far from an "absentee owner," he can usually be found on the property on weekends overseeing the parade of steam trains up and down the Northeast's highest peak.

Though it will be some time before the long-term impact of the new management team is known, there have already been several visible changes. The old crew bunkhouse near the enginehouse at Marshfield has been rebuilt into a station from which passengers may ride a steam shuttle train the quarter mile from the parking lot to the base station. The ride is included in the $2 per person fee charged upon entering the parking area (admission to the grounds was formerly free). However, the $2 is deductable from the price of a summit ride ($20) or a "halfway" ride ($12). The so-called halfway trip is also new this year, offering a shorter and less expensive alternative to the three-hour round trip to the 6,288-foot summit. In truth, it is more like a "one-third" trip, going only as far as Waumbek Tank, where a new building and ob-

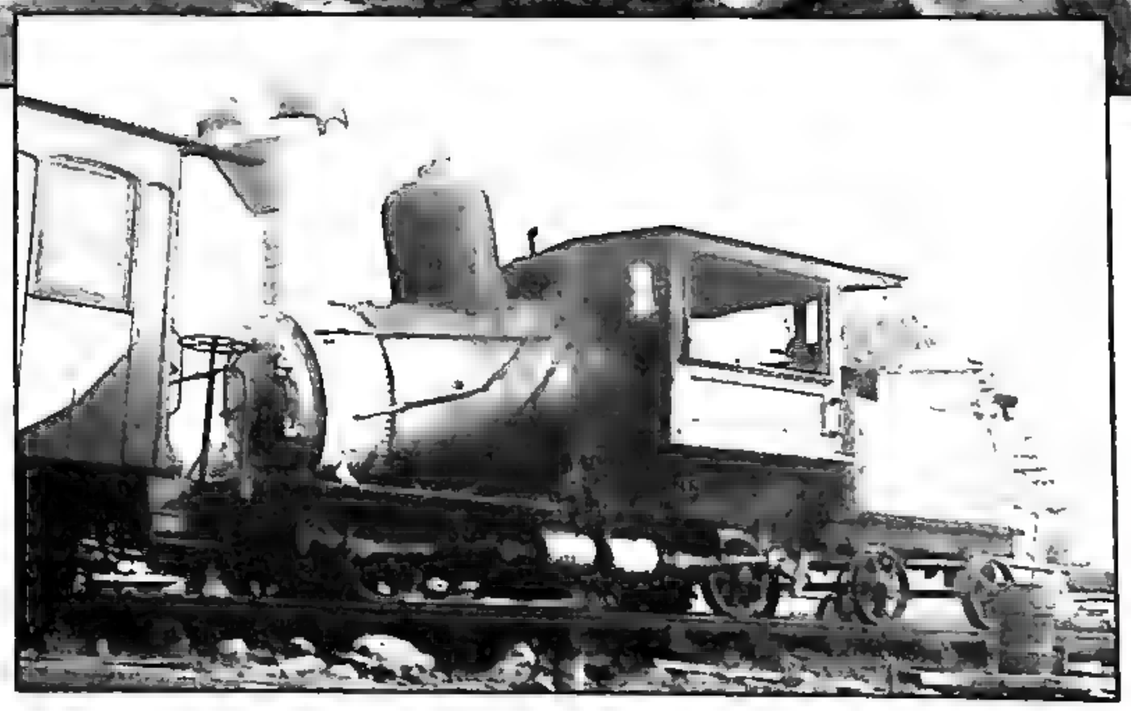
TWO PHOTOS GREG NAZAROW

servation deck are to be built. This will also permit operation later into the fall season when weather prohibits summit runs.

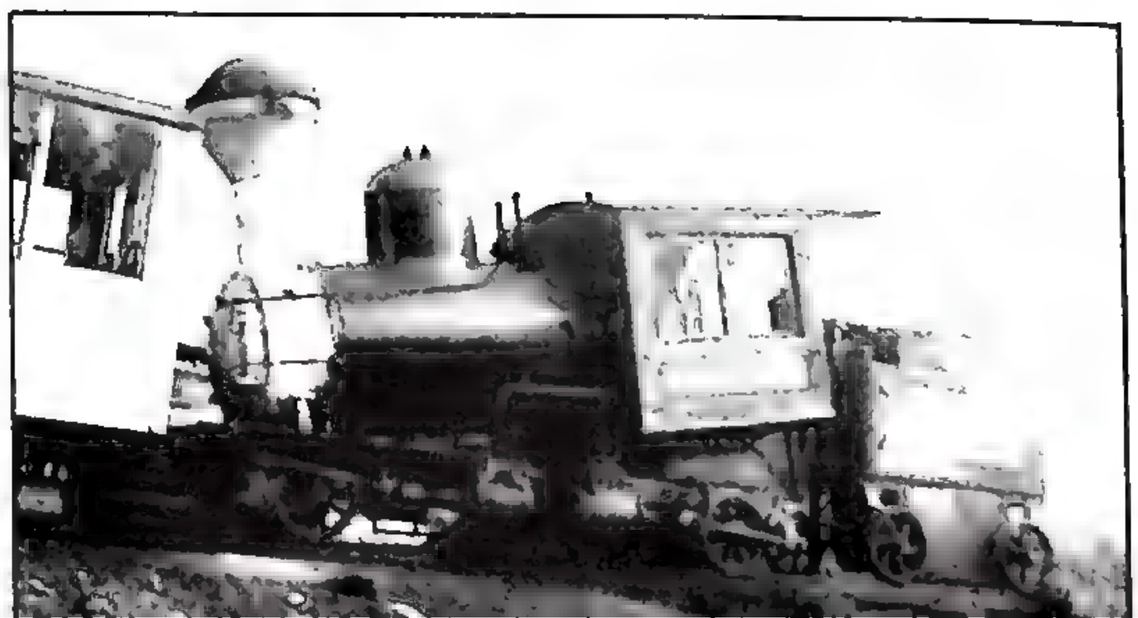
The biggest mechanical news, however, is locomotive No. 8, the *Tip Top*. Completed over the winter at the railway's Lancaster, N.H., shop and christened with Ammonoosuc River water by N.H. Governor and Mrs. John Sununu on July 3, 1983, the *Tip Top* is probably the newest operating steam locomotive in the hemisphere. The new No.8 replaced the old No.8 of the same name which was retired in the mid-1970s and is an entirely new machine except for its running gear, which was salvaged from the original No.8. The new No.8 is nearly identical to its sister Mt. Washington locomotives (except for unique "slant-cab" No.9) save for its five-grate firebox. Seven engines are now in service, with boiler work on No.6 in progress as shop time permits.

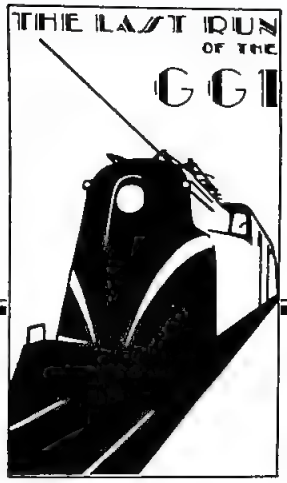
While the new owners plan to keep some steam running indefinitely, 1984 may be the last all-steam season on the line, as they are studying the use of self-propelled diesel cars à la Pikes Peak to reduce operating expenses while increasing capacity. Because of Mt. Washington's primitive rack design, however, the engineering and construction of the new cars will take some time, as off-the-shelf models do not exist. Steam will not be banished entirely but will be used on specially scheduled events rather than daily service.

Railfan photography at Mt. Washington is readily tolerated, but walking or climbing on the trackwork, bridges or equipment will meet with prompt discouragement. The mountain is public land, however, and those willing to endure a strenuous hike will find fine photo opportunities near and above the timberline—on a clear day, it's well worth-



COMPLETED IN 1983, new No. 8, *Tip Top* (left and top), is a new locomotive built atop the running gear salvaged from the original No. 8 (above), shown on July 2, 1965, along with No. 9, *Waumbek* (below), Mt. Washington's only "slant-cab" engine with its cab aligning with the boiler and not the frame.





Retirement Party

by Jim Boyd

What began in 1934 ended in 1983.

This time the announcement had a finality to it that had been missing from all previous "last run" warnings. Those of us living within reach of the old Pennsy electrified main had become accustomed to dire threats that the enduring GG1 electrics were facing immediate replacement, but this one was different. New Jersey Transit, the operator of the handful of remaining motors, announced that with the time change at the end of October its GG1s would be retired and that a day of final run festivities would be scheduled. This one was for real.

I saw my first GG1 at Paoli in 1966; she was westbound on a local passenger train and was wearing the "big keystone" scheme, still shiny under a pleasing dusting of workaday road grime. I was impressed then and remained so over the next 17 years as I grew to know them well. It hurt to see them drowned in the ugliness of Penn Central black or rendered distressingly circus-like in Amtrak's attempts at Platinum mist and red. But there was an almost tangible pride in watching the veterans dating back to 1934 showing up all the machines that were served up to replace them. The aging G's could match the newcomers stride for stride in high speed service and made the trouble-prone E60s and Metroliners look ridiculous on the main line.

It was Conrail's decision to forsake electric freight power entirely that finally retired the last G's from Enola—alongside the E44s, E33s and two brand-new EMD demonstrators! The E60s of 1975 failed to displace Amtrak's 40 G's, and they shrugged off the environmental scares created by their PCB-laden transformers and the escalation of maintenance cost caused by their increasingly road-weary running gear.

Even as the ultimate "G killers" arrived on the corridor in the form of 47 Swedish-designed and EMD-built AEM7s, the GG1s lived out their last few years in a brief spotlight of glory. In 1977 4935 was restored to her PRR green and pinstripes and operated in regular Amtrak service—generally on the *Broadway* to Harrisburg—and was used for fantrips and special occasions until Amtrak retired the last of its GG1s in early 1981.

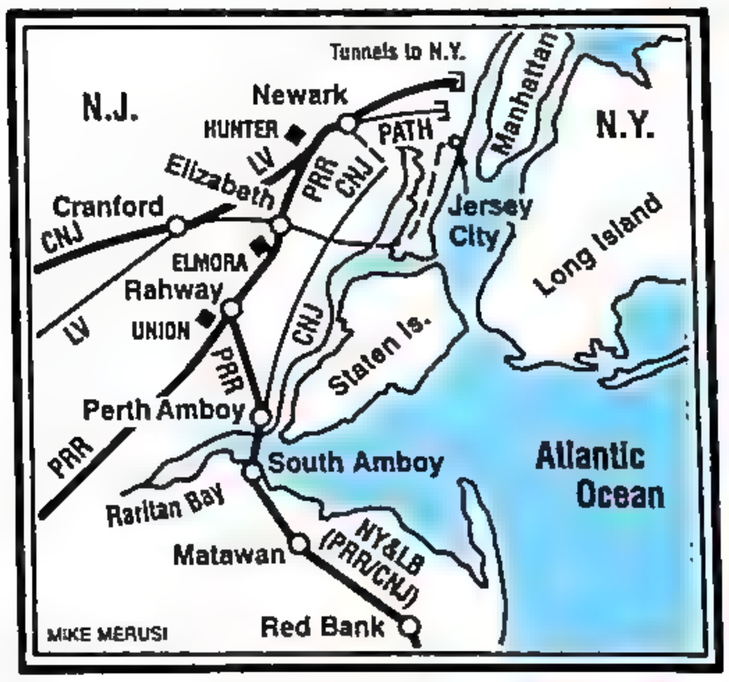
After that, the 13 GG1s owned by New Jersey DOT (subsequently N.J. Transit) continued to rack up the miles on the North Jersey Coast commuter lines between South Amboy, N.J., and New York City. In June 1981, even as Amtrak's 4935 was awaiting movement to the museum in Strasburg, the Jersey Central Chapter NRHS subsidized the repaint of N.J. Transit's 4877 into Tuscan red and pinstripes with full PRR lettering. The 4935 was dead; long live the 4877! We still had a celebrity worthy of Kodachrome, and even the black G's took on a new lustre as the fans gathered lineside photographing them intensely while hoping for "the red one" to show.

Last run scares became a normal part of life as we sweated out service extensions granted by environmental agencies concerned over the potentially hazardous PCBs in the GG1s' transformers and watched for some sign of replacement power. It certainly wouldn't be the blue E44s that showed up in January 1983. But by late summer 1983, though, ex-Amtrak E60s began arriving in Elizabethport, and it became obvious that they would soon fulfill the destiny as "G killers" that had been denied them on Amtrak.

PHOTOGRAPHY: JIM BOYD, EXCEPT AS NOTED

As the autumn season developed, I made a couple of trips lineside to catch the last of the G's in regular service—a task made more difficult by their dwindling numbers and schedule changes which relegated them to weekday rush hours only. But you could still catch the timeless engine change at South Amboy with GG1s yielding to diesels (usually GP40Ps, but occasionally E-units) and get the G's gliding across the Raritan River bridge viewed from the excellent vantage point of the "Bacteria Beach" sewer pipe on the Perth Amboy side.

THE LAST regular train powered by a GG1 was 3323 with the red P70 behind 4879, seen here passing Hunter Tower (left) and gliding under the LV bridge (above) on October 28, 1983. That night 4877 (below) posed by the South Amboy enginehouse.

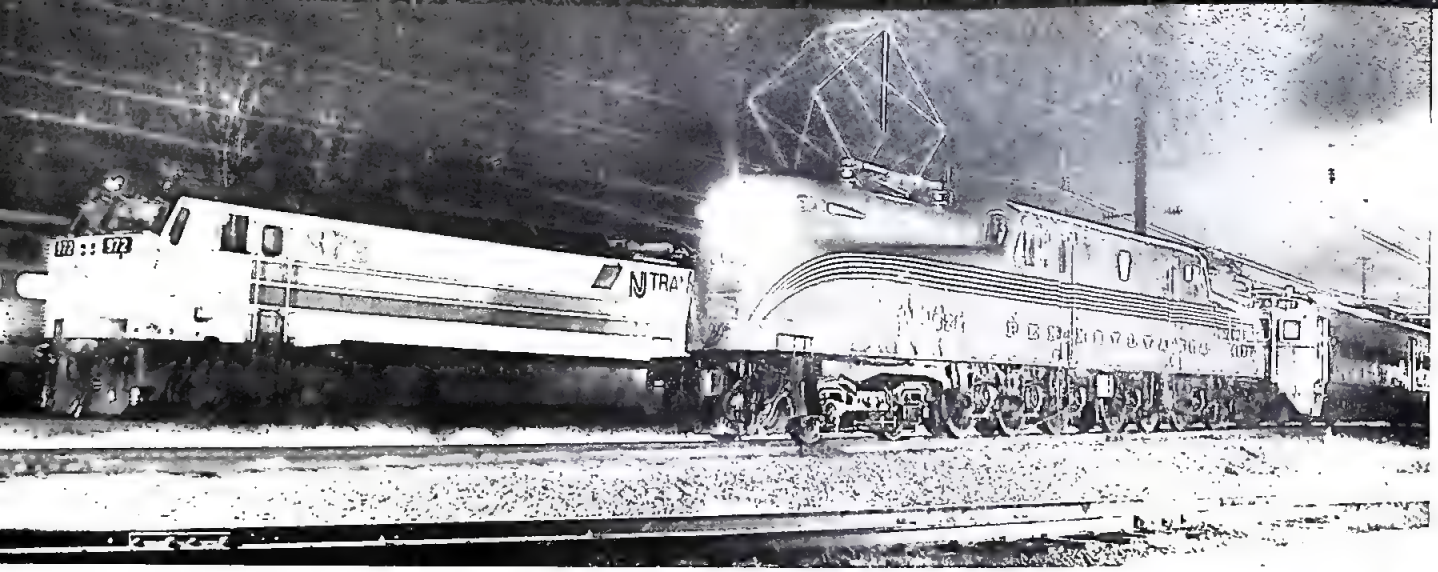


The last day of regular service was to be Friday, October 28, 1983, and I cut out of work a few hours early to be at Hunter Tower in Newark for the farewell parade. It turned out that the red 4877 had gone south on an earlier train, and the last regular train to be powered by a GG1 was 3323, the 5:20 p.m. departure from New York City. The unusually warm day was diffusing into a hazy twilight as the black 4879 swept past the tower with a final salute from her "duck horn." She was trailed by the red P70 of the "Jersey Shore Commuters Club," and the going-away shot of the black G, Tuscan P70, LV bridge and starkly outlined catenary produced an image that would have done justice to a Grif Teller calendar. Now *that* was the way for the GG1 to depart: making 70 and accelerating for 80!

Heading down to South Amboy, I found the faithful were already gathering for the finale. Friends at N.J. Transit had arranged for the 4877 to be spotted in the "m.u. yard" for night photography, and a well-disciplined photo line was already established. We lit up three shots of the 4877 alongside an E60 before departing for dinner.

A few of us returned later in the evening to find all three remaining GG1s over at the enginehouse. The 4882 was inside the shop getting considerably more of a "clean-up" than anyone had anticipated. The shop was to scrub down the G's and paint their running gear a fresh black. The paint on the side of 4882 was pretty scabby, so they tried

JIM BOYD, BOB HART JR. AND HOWARD PINCUS



THE RED 4877 posed with an E60 in the m.u. yard for a formal group night session and later in the evening for a much smaller group (below and right) at the enginehouse.

TWO SHOP PHOTOS JIM BOYD, BOB HART JR. AND HOWARD PINCUS

to touch up some of the worst spots—and the fresh paint against the weathered paint looked worse than the scabs had, so someone finally gave the order to repaint the entire unit. "I sure hope this paint dries by six in the morning," the foreman confessed. (It was dry enough to work around, but all day Saturday the 4882's passage was accented by the strong aroma of fresh paint!)

Outside the enginehouse, the 4877 was poised on the lead waiting for the painting on the 4882 to be completed. With N.J. Transit diesels on adjoining tracks and the coaling tower in the background (see page 51), the red GG1 gave the whole scene the aura of a Don Wood photo from the glory days of the New York & Long Branch. Flashbulbs expended, we retired to a motel near Matawan for the night.

The commuter operation between Bay Head Junction and New York inherited by N.J. Transit is a combination of services historically operated by the Jersey Central and the Pennsylvania Railroad. They shared the New York & Long Branch trackage from Bay Head up the "Jersey Shore" to a point above Perth Amboy where the CNJ struck off northward with its steam and diesel hauled trains terminating at Jersey City Terminal on the Hudson River (with ferry connections to Manhattan) or downtown Newark. The Pennsy used steam or diesel from Bay Head up as far

THE THREE GG1s arrived at Matawan Saturday morning as souvenirs were being sold before the first special departed.

THE FIRST SPECIAL was making 60 m.p.h. approaching Elmora (above) on the main. The parade a short while later at Hunter included the first special going south with 4879, the second special coming north behind 4882, and Conrail's inspection train.

as South Amboy where GG1s would take over and forward the trains up to the corridor main line and directly into Manhattan's Penn Station. Under the Aldene Plan of 1967, the Pennsy operation remained essentially unchanged, but the CNJ trains were rerouted above Perth Amboy via the Pennsy into Newark where their passengers made connections with the PATH subway into Manhattan. Thus, some N.J. Transit trains have diesels from Bay Head to Newark where they terminate, while others have diesels from Bay Head to South Amboy where engines are changed and electrics forward them through Newark directly into Manhattan's Penn Station.

If you think that's complicated, there's more. Trains of m.u. cars are also operated into South Amboy, and a recent program has seen the overhead wire extended south to Matawan to permit the economical m.u. service to reach further. Some diesel-powered trains now also turn around at Matawan. Local legend has it that GG1s have been to Matawan only twice: once as a clearance test and once when a crew was called for an early morning train of m.u. cars—the crew was not qualified on the m.u.s, so somebody let them run a GG1 to Matawan to pull their m.u. train north! Because of the ample parking around the Matawan station, the festivities and special last runs of the GG1s were to take place there.

Saturday, October 29, was mild and sunny, and the three GG1s ran light from South Amboy, arriving at Matawan about 9:00 a.m. Tents were set up in the parking lot, and souvenirs of all kinds were on sale, including commemorative tickets. Three trains from Matawan to Newark and back were scheduled, with a fourth optional depending on ticket sales. The tickets were a real bargan at $1 per round trip.

The red 4877 was the star of the show, piloting the first train. Speeches

were made and appropriate words spoken in tribute to the nearly-50-year career of the GG1s. I can't give you any first-hand quotes, for as all that was going on I was headed for "Bacteria Beach" for a final classic view of the red G on the Raritan Bay bridge—I was not alone. While there was plenty of room for everyone, the crowd on the shore was the biggest I've ever seen there.

The 4877 was right on time with the first train consisting of the red commuters club P70 and twelve matched blue and silver NJT coaches. A movie run, held in the Perth Amboy depot, gave us time to drive up to Elmora Tower in Elizabeth for a fast portrait of the speeding train gliding up the magnificent four-track main line a short while later. Following on the special's block was the 4879, running light to Newark where it would couple on the rear and expedite the special back to Matawan.

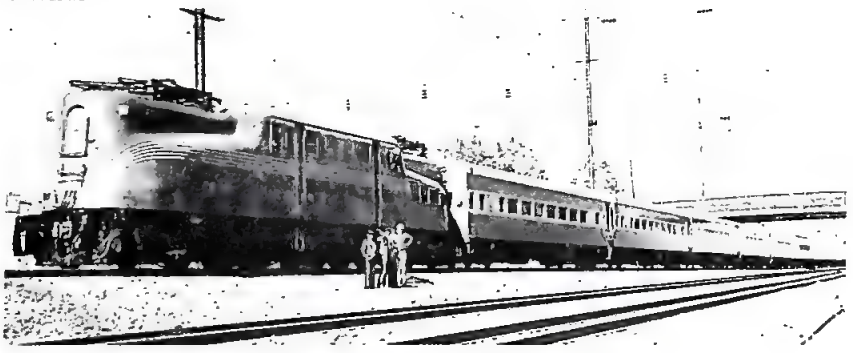
We moved on up to Hunter tower where we were just in time to catch the 4879 southward with the special. The second special out of Matawan was running about 45 minutes behind the first (having also made a movie run at Perth Amboy), and the returning first train behind the 4879 met the upbound second train with the 4882 about a half mile south of us. Just as the 4882 approached, the light-running 4877 appeared from the north. They met right beside us—not much of a photo, but an interesting experience. As the 4882 and her train rolled off toward Newark, the 4877 paused near the LV bridge, and a moment later Conrail President Stanley Crane's inspection train with its dark green E8 4022 eased southward past Hunter Tower and accelerated up the ramp to the westbound Lehigh Valley line (the train was en route from Selkirk, N.Y., to Reading, Pa.). When the inspection train passed, the 4877 took off southward again, headed back to Matawan.

Meanwhile, in Newark station, the 4882 ran around her train and was southbound for Matawan a short while later. We held our position and caught her at Hunter as well. The last three serviceable GG1s had passed by us within less than an hour—not quite the 63 trains in two hours we got at Hunter back in 1977 (August 1977 RAILFAN), but not bad for 1983.

We headed for South Amboy, arriving there well behind the non-stop 4882 and just barely in time to set up for the third and final special of the day: 4877 again northbound from Matawan to Newark. (Ticket sales did not warrant running the fourth train, so the 4882 stayed at Matawan for the rest of the afternoon.) The 4877 made no photo run at Perth Amboy on the northward trip, but the runby was scheduled there for the southbound "very last" run.

Not knowing the exact line-up of operations but being aware of the train's ability to outrun any combination of automobile and highway, we opted for a spot not far from Matawan so that we could return there quickly for the "wrapping up" maneuvers after the last train. As we waited at the bridge where the Long Branch crosses the Garden State Parkway, radio scanners in the

SANDY BURTON



THE THIRD SPECIAL was accelerating southward at Elmora when 4877 blew her heart out at speed and rolled to a stop (above) to await rescue behind 4879. The two GG1s headed the final train over the Garden State Parkway bridge in the last good daylight.

THE GG1 ERA came to an end with the arrival of the 4879 and dead 4877 at Matawan with the third special. A crowd of fans watched the motors being uncoupled.

crowd began picking up ominous transmissions.

Though we didn't get the full story until later, it seems that the 4877 had gone to Newark, run around her train and departed southward with no problems. Traversing the "S" curve at Elizabeth at the legal 55 m.p.h., she hit the 110-m.p.h. straightaway and opened up. Something blew in her high voltage side, initiating a "Pantograph Relay Operation," dropping the pan from the wire. She rolled to a safe stop on the main line in Linden, and the pantograph was raised for another try at power. This time the 4877 "shot the line," knocking out the circuit breakers on the overhead and killing her section of catenary. Since the 4879 had followed her partway north and was waiting as a protection engine at Union Interlocking, a call went out to bring her in and get the train under way.

An electrician showed up before the 4879 arrived, checked out the 4877 and raised the pan for another try. Things started out okay, but as the air compressor reached 60 pounds—minimum control pressure—the line shot again and everything went dead. At that point it was decided to leave the 4877 alone and proceed with the 4879 pulling her dead-in-tow. (Since the 4877 was being retired, no detailed inspection of her troubles has yet been made, but some sort of failure in her transformer is suspected. Ironically, the 4877 blew an air compressor two weeks before "the end" and was taken to Wilmington, Del., where the compressor was cannibalized out of the 4876 to permit the 4877 to participate in the last runs.)

Those on board reported the speed accelerating around 90 m.p.h. when the 4877 went down. If you gotta go, blowing your heart out reaching for the century mark is a damned respectable way to do it!

The final movie run at Perth Amboy was scrubbed, and the 4879 hauled the dead 4877 and her train into Matawan as the sun was getting low. There was little ceremony as the train arrived and the two motors cut off. They were tied on behind the 4882, and the trio made their final trip under power to South Amboy where they were parked in the m.u. yard—the same place where they had awaited so many trains up from Bay Head. The twilight illumination was more grubby than picturesque, and after a token shot or two, most of the fans departed with memories of fast flying G's in the sunlight rather than retired hulks in the yard.

A few days later the trio was taken to Elizabethport for storage, while N.J. Transit's other ten remain at Wilmington. There is talk that the 4877 will be saved, and negotiations are under way to secure the 4876 for the Smithsonian in Washington, D.C. N.J. Transit says it is in no hurry to rid itself of the G's, so it may be a while before their ultimate disposition is known.

The GG1s as a class spanned 49 years, from the 4800 in 1934 to the 4877, 4882 and 4879 in 1983—those last three were built in 1939, giving them a 44-year career. They handled the finest the PRR, PC, Conrail, Amtrak and N.J. Transit could throw at them—along with the worst. I remember a gleaming brace of "big keystones" on the *Broadway* and a grimy quartet struggling a mile of junk freight out of Baltimore. They had class and character, and at least one of them reached the final day at 90 m.p.h. flying pinstripes and keystones. What more could we ask?

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TRANSIT CURRENTS

The Houston flop

The defeat of the referendum for the rapid transit system bond issue in Houston has brought a sobering touch to transit people in that city. A poll was taken shortly after the defeat, and the investigators found that the Metropolitan Transit Authority of Houston had a lack of credibility. The voters understood the issues very well but didn't trust Metro to administer the program. While it has improved considerably in the last year and a half, the Houston bus system has had a poor reputation for a number of years. Moreover, the $139-million rail car contract signed in advance of the referendum was felt to be an act of arrogance. The voters also felt they were getting too small a rapid transit system for too much money.

Metro will not come back with another plan until there are a number of public hearings held. The staff of the MTA has said that there may be as many as 500 community meetings over the next year or so in order to gather public input. Information from the meetings will be used to develop a plan to replace the defeated rail proposal. The next shot at federal funds will probably be in fiscal 1985. On the positive side, the pollsters found that between 55 and 60 percent of the voters surveyed favor a new transit plan that includes a rail system. The voters want a plan and program that is comprehensive and not a single spine-like travel corridor such as was rejected in June of 1983.

BART plots the direction

After much squabbling, the BART board of directors has agreed on an expansion policy. Plans to extend track to San Francisco International Airport were put aside for a time and placed on a list of special projects that are outside the BART District and which will need special funding arrangements with non-BART counties.

The new list of priorities was established September 1, 1983. The first stage calls for extensions of the Concord Line to northern Concord and West Pittsburg, and the Fremont Line should be extended to Irvington and Warm Springs. A branch from Bayfair Station and San Leandro to Castro Valley and to Dublin is to be given priority, perhaps along with an extension along Geary Boulevard within the city of San Francisco.

The second stage will be an extension from Pittsburgh to east Antioch, Pleasanton to East Livermore, a part of whatever San Francisco extension is developed, and an extension along Interstate 80 in the western part of Contra Costa County.

The third level of priorities will call for the remaining San Francisco and I-80 extensions and a new San Ramon corridor extension along the abandoned Southern Pacific Railroad right-of-way between Walnut Creek and Dublin.

New streetcars for Boston

In the best Boston tradition, they will be known as Type 7 cars. "They" are the 45 Green Line streetcars for which bids were opened on August 19, 1983, by the Massachusetts Bay Transportation Authority. Low bidder was C. Itoh & Co. of America, Inc./Kinki Sharyo Co., Inc., of New York and Osaka. The price for the 45 cars and spare parts was $46,843,805. MBTA has an option of purchasing up to 60 additional vehicles.

The Type 7 cars were designed by MBTA with consulting by Louis T. Klauder Consulting Engineers of Philadelphia. While the cars will be engineered in Japan, under federal regulations they will be assembled in the United States and consist of at least 50% American-made parts. The new cars are to contain proven and tried mechanical systems. Like the ill-starred Boeing cars, the new trolleys will be articulated. The first of the new Type 7 cars could arrive in Boston 22 months after construction begins.

From the West

Thomas McGarry has sent a whole CARE package of information about things going on in the West. August 22, 1983, marked the centennial of the beginning of operation of the Market Street Railway Company in San Francisco. It was the railway's cable cars on Market Street and the frequent service—15-second headways at the rush hour—that made Market Street the main street of the city by the Golden Gate. The Market Street Railway was eventually absorbed by the MUNI.

BART is awarding prizes worth $19,000 for the second station-area development competition to 27 students from eight schools of architectural design. The students designed models for future development at the Fremont, Pleasant Hill, Richmond and San Francisco Civic Center stations.

Apparently, Alameda-Contra Costa Transit will put consideration of streetcar operations on the back burner for a while. The planning folks there will go after some money in the fall of 1983 to use in developing long-range plans which will involve street railways for the Oakland side of the Bay.

Heavens to the La Brea Tar Pits! Construction of the subway in Los Angeles will take the tunnel right next to the ancient tar bed that is a treasure trove of prehistoric fossils. While paleontologists welcome the free excavation of fossils, there is concern about their being crushed by the giant tunnel-digging machinery. Some delays in tunneling may be the result.

The cable car overhaul in San Francisco is moving along. As of the middle of September 1983, the project was about half finished. The track work is moving along, and between October and the beginning of April, pulleys, depression beams, horizontal sheaves and

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

other underground equipment will be put in place. Project workers are scheduled to start stringing the cable on April 1.

September 1, 1983, saw the ground breaking/cornerstone placement of the new trolley barn for the San Jose Trolley Corporation Historical Restoration project. When complete the barn will hold six vintage streetcars.

Flashes

As of August, 1983, the SAN DIEGO TROLLEY'S 16-mile south line has had its double tracking completed. The number of cars in service has increased from 14 to 24. The *Wall Street Journal* reports that the San Diego Trolley service is costing less to operate than previous bus service and that more than a third of its riders previously drove autos. Approximately 82% of its operating costs are covered from the farebox, and, in some months, the fares covered over 90% of operating cost. Property is being acquired and engineering work has started on the 17-mile east line.

The San Diego Trolley has completed two years of operation since it opened July 26, 1981. In that time period, it has carried over 8,000,000 passengers. Ridership over the second year averaged just under 12,000 passengers per day. With improved service beginning in February 1983, daily ridership has climbed. In July 1983, it was more than 14,500 a day.

From BOSTON comes news that the transit element of the Boston area's transportation improvement program calls for additional work on Wellington Station, continuation of the South Station Transportation Center, and acquisition of additional Red Line cars to handle the traffic when the extension of the Red Line to Alewife Station is completed. Extension of the Orange Line from Oak Grove to Route 128 is a proposal for the late 1980s. The late '80s will also see consideration of extending the Green Line from Lechmere to Tufts and restoration of light rail service to Oak Square Loop in Brighton on the former Watertown trackage.

Tom McGarry sends interesting news about the last horsecar to operate in HAYWARD, CALIFORNIA. This had been restored for Hayward's Centennial celebration but needed a permanent home. BART donated some land at its downtown Hayward Station, and the City of Hayward has agreed to finance construction. George Enderlin and Ray Hannah are responsible for the restoration work.

The BALTIMORE METRO opened on November 21. The delivery of the 38th subway car from the Budd Company of Philadelphia by early August made the opening possible. An estimated 18 more were to have been delivered by the opening date. David Mullens supplied the information.

Charles Godwin informs me that the DALLAS City Council named 15 representatives to the Dallas Area Rapid Transit Board on September 14. The permanent DART Board is charged with the responsibility of carrying out the $8.75-billion plan to double bus service by 1986 and build a 160-mile light rail system by 2010.

September 6, 1983, saw the opening of the new HARVARD Red Line station in Cambridge. It took six years to construct the $71-million facility. The temporary Harvard/Holyoke and Harvard/Brattle stations were closed permanently on September 2.

Eric Dervinis writes from the Philadelphia area that SEPTA's electric commuter trains are running once again after a crippling 108-day strike. Unfortunately, the number of riders is way below what SEPTA officials feel they need for a healthy rail operation. The strike ended June 30, and almost three months after returning to service the highest daily ridership so far was only 60,116, considerably below the 85,321 recorded for a comparable day last year, and 40% below the 100,000 trips per day SEPTA has indicated will be needed to avoid a major deficit by the summer of 1984. On-time performance has improved since the end of the strike, and many riders feel that service is better than in pre-strike days. There have been extensive track repairs on the Media-West Chester line. Repairs continue on the Crum Creek bridge near Wallingford. SEPTA has been having severe signal problems on the Reading commuter lines, but track work has been completed on the Doylestown and Manyunk branches.

From Frank Luppino, Jr., comes an article from the *Milwaukee Sentinel*. A vintage trolley service connecting Wisconsin Avenue, the lake front and a commercial area which is envisioned around the old Schlitz brewery is to be studied under a proposal that County Executive O'Donnell has included in the 1984 budget. The trolley line would be short and would be aimed at improving downtown circulation, particularly at the lunch hour, as an attraction to tourists. The line would potentially serve the area around Mader's German Restaurant, surely a place of pilgrimage for all traction fans enjoying sauerbraten.

A controversy in SACRAMENTO arose over whether the low bid submitted by Siemens-Allis Company for 26 light rail cars is responsive. The Urban Transportation Development Corporation, which placed the second lowest bid, raised questions over whether the Siemens car meets the state Public Utilities Commission's requirements for brakes and car strength. Meanwhile, $26.8 million in federal funds has been released for the completion of engineering, purchase of railcars and beginning of construction of Sacramento's light rail system. Carroll Harris supplied the information.

On the Port Jefferson branch of the LONG ISLAND RAIL ROAD, as part of the electrification of the branch from Huntington to Port Jefferson, double track will be installed between Syossett and Huntington.

On the BROOKLYN waterfront, with Japanese beer and Sushi as refreshments, the first of the new New York subway cars built by Kawasaki Ltd. of Tokyo was delivered. This is the lead-off car of a ten-car test train that will go into passenger service on the IRT Line later this year. It is expected that the rest of the cars will be in service by early 1985. The new cars, dubbed the R-62 series, are to replace IRT cars manufactured in the late 1940s. The same car design will be used for the MTA's order of 825 new cars from Bombardier of Canada.

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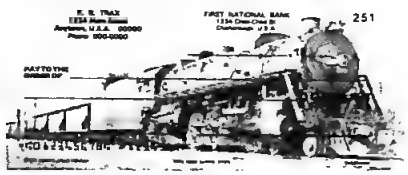
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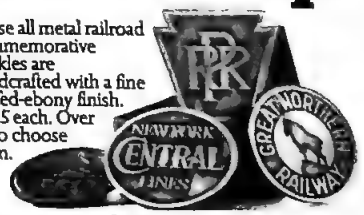

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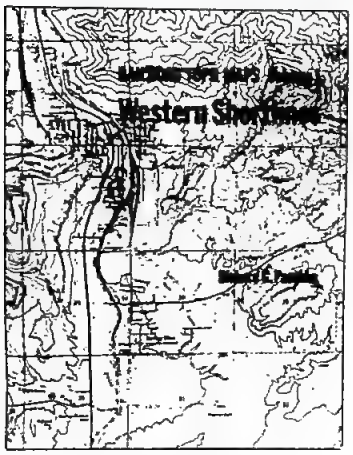

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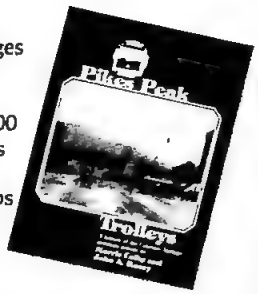

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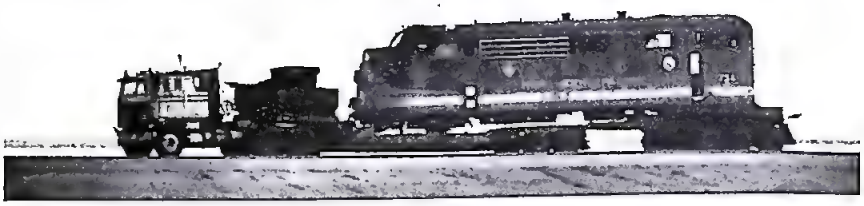
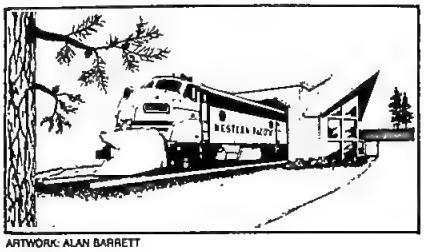


EXTRA 6014D WEST shows its white flags on the salt flats near Wendover, Utah, as it heads for California on September 30, 1983. Dale Sanders plans to refurbish the F7 as WP 920-D on the outside and as an office and den on the inside attached to a new home he plans to build in Oroville (below).

Home in an F-unit



ARTWORK: ALAN BARRETT

In the inside back cover of the March 1982 R&R there is a photo of the shop facility of the U.S. Steel operation at Atlantic City, Wyoming. To the left of the A-B-B-A set of ex-B&LE F7s there is just visible the hulk of Northern Pacific 6014D. Well, railfan Dale Sanders (who wrote the article on USS in that issue) just bought it.

Dale is also editor and publisher of the slick Western newsmagazine *CTC Board* (25 Buehler Ave., Oroville, CA 95965), and for some time he has been planning to build a new home and office for his publication. The shell of the F7 will have its interior finished out to create an office and den—with the cab restored to its original configuration, complete with controls. As the NP 6014D is missing its pilot anyhow, Dale plans to convert its exterior appearance to that of Western Pacific 920-D, complete with huge snowplow pilot.

The NP unit was purchased from USS for $600 plus a $100 fee for loading it on a lowboy highway trailer for transportation from Wyoming about 1000 miles to Oroville—that $100 fee was just for USS to help *load* the unit. The final cost of the truck and transportation to California came to something around $3100 more! But still, $3829 isn't all that much when you consider it as an addition to your house—of course, Dale hasn't built the house yet.

After reaching Salt Lake City and discovering that the unit weighed almost double the estimated 40,000 lbs, a new and bigger trailer had to be hired to permit the load to

CRAIG WILLETT

THE CREATORS of the Milwaukee Road's new image, Art Danz (left) and Ed Abbott (second from right), pose with Trustee Richard Ogilvie (right) and President W.L. Smith along side SD40-2 201 at unveiling ceremonies in Milwaukee on November 9, 1983.

qualify under California highway regulations. As Dale described it: "Ka-ching $$$$$." To take his mind off his mounting money commitments, he scrounged from a friendly railroad official a pair of genuine WP white flags. They headed west proudly flying the "Extra" flags from the locomotive cab.

Rosko, ya got a class act.

CHARLES S. TUBMAN

THE LAST TRAIN of ore out of the USS plant at Atlantic City, Wyo., heads for Rock Springs on October 23, 1983, behind A-B-B-B-B-A F7s.

Atlantic City shuts down

The reason Dale was able to purchase his F7 from USS was that the Atlantic City, Wyo., operation that he described in our March '82 issue shut down. The last ore train ran down to Rock Springs on October 23, 1983, behind a perfect A-B-B-B-B-A set of the ex-B&LE F7s. There's been no word on the disposition of the serviceable Fs.

The Milwaukee's new image

It was a couple of railfan employees who conceived and suggested the new Milwaukee Road paint job to Trustee Richard B. Ogilvie. Ed Abbott and Art Danz, supervisors in the Chicago suburban service, came up with the idea of adding the small "lightning stripe" zag on the long hood and placing the traditional maroon and silver Hiawatha herald on the nose as well as altering the side lettering. They painted up an HO scale Athearn model and showed it to Ogilvie, who liked the idea and authorized the change.

While the alteration is minimal, it reflects the road's proud heritage and has been well received by the employees and public. Any locomotives being outshopped or repainted will get the new image, and so far that has been a handful of SD40-2s and an SD10.

More on the triple crossing

Our project on the Richmond triple crossing in the November '83 issue keeps turning up new information. Tom Dixon of the C&O Historical Society unearthed an August 1930 edition of the *C&O Lines Magazine* which shows the "1926" shot and identifies it as having been "taken recently" while going on to credit by name the terminal trainmasters and superintendents who set it up. Looks like we'd better revise that one to "1930."

After the additional publicity gained in *Trains* Magazine, Thomas W. Jones, Jr., identified the original photograph from which the small postcard on our November page 35 was taken—it is a much more accurate rendition than we had expected, with the original

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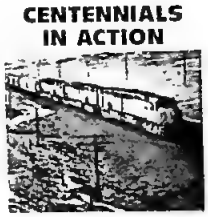

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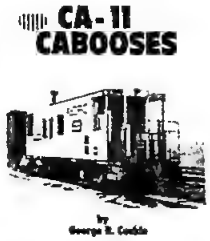

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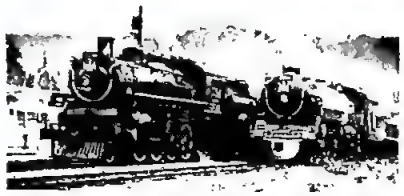

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NOT ON THE WHEEL REPORT — By Joe Easley

"Soon as I get a little money saved I'm gonna buy me a coupla acres around here, get me a few chickens, catch up on my fishin', and take it easy"

photo showing the SR 4-6-0 948, Seaboard 4-6-0 63 and a C&O 4-4-2; Dave Ingles places the date between 1905 and 1916 by the known data on the engines. Our suspicion that the artist had made a road engine out of the SR 0-6-0 in the "1906" photo proved to be wrong. (See page 59 of the January '84 *Trains* for the photo.)

In the Fall 1983 edition of the RF&P company magazine *Rail-O-Gram*, Old Dominion Chapter member Bill Griffin shows a frame from a motion picture made in the early 1940s of an *action* shot billowing with steam of an eastbound C&O 4-6-2, a southbound SAL 4-8-2 and an unidentifiable westbound Southern train. Let's see, that makes eight triple crossing meets that we can account for. Jack Stith suggests we form the C.T.D.U.P.O.N.F.T.C.M.: the Committee To Dredge Up Photographs Of Nearly Forgotten Triple Crossing Meets. I'm game; if you find any more, let us know!

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They can be ordered from Carstens Publications, Richmond Photo Dept., P.O. Box 700, Newton, NJ 07860. These photos are all in the horizontal format as shown on page 65 of the November '83 R&R.

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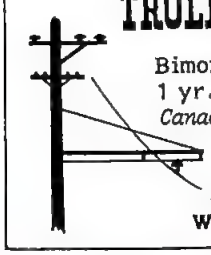
Awareness

It never ceases to amaze me how we often ignore the obvious and commonplace only to discover our oversight when it's almost too late. The project on the Alco 539s really brought this home for me. I've been railfanning around and photographing Alcos for 25 years and consider myself fairly knowledgeable when it comes to diesel locomotives. But I discovered a few things about Alco switchers that surprised me.

For one, I hadn't fully realized that the 539 came in only one size: six cylinder. Secondly, I was never aware that two of the Alco switchers, the S1 and S3, had no turbochargers of any kind. This "sunk in" for the first time when I was talking with Win Cuisinier about the photo selection for the article and he said something about one of the spotting features of the 660-h.p. units being the small nonturbo stack. "I realize they don't have the big turbo, but what kind of blower do they have, then?" He quite correctly observed that you don't need a blower for a four-cycle engine and that the S1 and S3 have no blower or turbo of any kind.

Somewhere back in my youth somebody had pointed out that Alcos have turbochargers, and a major component of their sound—in addition to the shuddering rattle of their engines and the tendencies for their governors to "hunt" almost to a stall before recovering—is the whistling whine of their turbochargers. Their characteristic black smoke is the result of "turbo lag." But what about the S1s and S3s? With no turbos they *have* to sound different. But you know, I never noticed. One thing's for sure, though, the next time I'm around a 660-h.p. Alco, I'm going to be paying a lot more attention to the sound.

I made the same sort of "awareness" discovery a few years ago when the N&W was running fantrips with the last of their ex-VGN Train Masters. I'd grown up around



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• **THE VAN SWERINGEN BERKSHIRES:** Gene Huddleston begins a multi-part study of the most famous family of 2-8-4s, giving the history of each railroad's version of the basic design and the revealing interrelationships between the designs and designers.

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MAY 6, 1984, NINTH ANNUAL WESTERN New York Railroad Antique/Collectible Show/Sale. Location: Airport Holiday Inn, 4600 Genessee St. (Rt. 33). Cheektowaga NY (just East of Buffalo International Airport). Restaurant/motel facilities on premises, easy interstate access. Hours: 10am to 4pm, Admission: Adults $2; family maximum $4. The oldest Railroad memorabilia only show in the U.S. For dealer information send #10 LSSAE to: Railshow '84, 5806 Sheridan Drive, Williamsville, NY 14221. 384

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RPO CANCELER excellent condition. Submit imprint with prices. K. Smith, 758 Maple, Fostoris, OH 44830. 384

URGENTLY NEEDED: Federal Form 4 & 3 on ex-NKP 587, nee LE&W 5541, BLW 49683 to facilitate restoration. Anyone knowing the location of these documents please write: Indiana Transportation, Museum Master Mechanic, PO Box 33, Beech Grove, IN 46107. 584

UNIT (COAL) train information, history, photos, etc., for possible book. Harmen, 2 Lathyrus, Pueblo, CO 81001. 384

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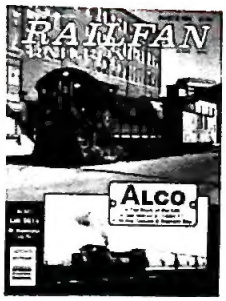

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If you don't want to mutilate your magazine, send your order and remittance in a letter.

FMs, and one of the first diesels I ever saw was the H10-44 the C&NW used to replace its 0-6-0 back home. FMs, big and small, populated the Milwaukee and C&NW, and I'd seen a lot of them both switching and on the road. After moving to New Jersey in 1971, however, my encounters with FMs became nill, even though I made a couple of trips to the Mecca of Mullens and visited the plugged-in brute at Oak Hill.

But I forgot what they sounded like.

When I went down to Roanoke for the Train Master fantrip in 1973, I made a startling "discovery." FMs sound like EMDs, not like Alcos or GEs! Of course. I knew that they were two-cycle engines and more kin to an SD9 than a U25C or Century 628, but although I'd heard them for years I'd never really "listened" to the sound.

I can say the same thing about Alco switchers. After this article, though, they'll never be the same again. I'll be listening for the differences between the turbocharged and non-turbo'd and between the 660 and 1000 h.p. versions—not to mention the difference between the 539s and 251-powered switchers like the N&W's Norfolk T6s. There's a difference between simple knowledge and awareness.

And one of the more humbling experiences of recent memory was going through my negatives and discovering how little coverage I have of Alco switchers—especially Canadian! How often I saw them, but how seldom I bothered to put them on film. We live and learn.

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KODACHROME: JIM BOYD

Raritan Bay bridge

In the 1970s railfans made the pilgrimage to South Amboy, N.J., more out of duty than desire. Sure, there were GG1s and E-units making the time-honored engine change the same way it had been done with K4s, but the engines were usually dirty and burdened with the lifeless Penn Central black. Then came the 4877 that the Jersey Central Chapter NRHS got painted in PRR red in 1981, and suddenly we had a reason to seek out the N.J. Transit GG1s. Almost overnight the fans discovered the Raritan Bay bridge and "Bacteria Beach." The bridge lies on a rather unexpected north-south axis and presents beautiful lighting favoring both morning and evening rush hours. On the sun (east) side of the north (Perth Amboy) end for the morning rush, the fans' favorite vantage point became the beach and huge (and now unused) concrete sewer pipe—from which the nickname was derived—stretching out into the tideflats that presented an impressive view of the bridge. At low tide, the beach approaching the bridge presents a nice view, as well, as the 4877 on the first special of the October 29 "last run" festivities attests. The final run of that day was photographed by Chuck Leopold from the open cockpit of a Stearman biplane (below) and shows the 4879 and 4877 crossing the south end of the bridge with lines of fans crowding the west side of the approach for one final shot. The GG1s are gone, but the Raritan Bay bridge is still there, and the new NJT E60s and F40s will make a colorful sight—and Bacteria Beach provides spectacular silhouettes in the evening rush when the sunsets are just right!

KODACHROME. CHUCK LEOPOLD

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